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THIRD BIENNIAL REPORT

OF THE

7-4

BOARD OF RAILROAD COMMISSIONERS

OF THE

STATE OF OREGON

TO THE

LEGISLATIVE ASSEMBLY, SEVENTEENTH REGULAR SESSION.

1893.

PUBLISHED BY AUTHORITY.

FRANK C. BAKER, STATE PRINTER.
1893.

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REPORT.

OFFICE OF THE RAILROAD COMMISSION, SALEM, OREGON, January 1, 1893.

To the Honorable, the Legislative Assembly of the State of Oregon:

Gentlemen: In accordance with the provisions of law, the Board of Railroad Commissioners submits their third biennial report for your consideration. In its second biennial report the Board recommended the passage of an act to compel street car companies to file an annual report, but no action was taken by the legislature, and no attempt has been made to cause a report to be filed.

By reference to the annual reports of the various railroad companies doing business in the State, as set forth in this report, it will be seen that there are nine companies operating railroads as follows:

1. Oregon Short Line, Utah & Northern Railway (lessee of the lines of the Oregon Railway & Navigation Company and its branches).

2. Southern Pacific Company (lessee of the Oregon & California

Railroad Company's lines).

3. Oregon & Washington Territory Railroad Company.

4. Oregon Pacific Railroad Company, operating Willamette Valley & Coast Railway.

5. Northern Pacific Railroad Company.

6. Portland & Willamette Valley Railroad Company.

7. Independence & Monmouth Railway Company.

8. Rogue River Valley Railway Company.
9. Astoria & South Coast Railway Company.

In addition to these roads may be added the Coos Bay, Roseburg & Eastern Railway Company, and Sumpter Valley Railway Company, which companies have never made any report of operation to this Board except for the year 1892, which reports show no earnings from operation as yet.

The total railroad mileage in the State of Oregon is 1,483.94 miles, 110 miles being narrow gauge, and the balance standard

gauge.

Passenger and Freight Earnings.

The mileage owned by the various companies is apportioned as follows:—

Name of Company.	Miles.
Oregon & California (S. P. Co. lessee) Oregon Railway & Navigation (O. S. L. U. & N. lessee) Northern Pacific Railroad Willamette Valley & Coast (operated by Oregon Pacific Railroad Co) Oregon & Washington Territory Railway Co Independence & Monmouth Railway Co Rogue River Valley Railway Co Astoria & South Coast Railway Co Coos Bay, Roseburg & Eastern Railroad and Navigation Company Sumpter Valley Railway Company (N. G.) Portland & Willamette Valley Railway Company (N. G.) Oregonian Railroad Company (west side N. G.)	141.83 44.68 2.50 5.50 15.60
Total	1, 483. 94

The following table will show the gross earnings of all the rail-roads in Oregon derived from passenger and freight business, stated separately, for a period of four years. These figures are taken from the annual statements which the managers of the several companies file under oath. Some of the results have been reached by a mileage estimate. Until 1891 the companies doing an interstate business refused to separate their earnings or expenses on State lines, leaving it largely to approximation. Since 1891 the division has been made, and the reports for that year and for 1892 show the earnings within the State:—

TABLE
Showing the gross passenger and freight earnings on railroads in Oregon for 1889, 1890, 1891, 1892.

None of Pina			To	tal .	pass	enge	r re	rent	ue fo	r–	
Name of Line.		188	9.		1890).		1891		1	892.
*Oregon Short Line, lessee of Oregon Railway & Nav. Co. *Northern Pacific Railroad Company	1	107 889 35 10 28		1	134, , 114, 54, 21, 27,	, 765 , 350 , 570 , 102 , 362 , 720 , 528	1,	259, 206, 27, \$4, 19, 5, 2,	132	1,1	87, 260 04, 909 67, 479 44, 619 46, 771 16, 793 6, 032 3, 283 2, 591
	\$1,	,581	, 866	\$1,	, 969,	397	\$ 2,	501,	181	\$ 2,5	79,787

Passenger and Freight Earnings.

TABLE

Showing the gross passenger and freight earnings of railroads in Oregon for 1889, 1890, 1891, 1892.—Concluded.

	ı		T	btal f	reight	reve	nue	for-		
Name of line.		1889	€.	18	90.	1	1891.	 ,	189	2.
*Oregon Short Line, lessee of Oregon Railway & Nav. Co. *Northern Pacific Railroad Company. Oregon & California Railroad Company. †Oregon Pacific Railroad Company. Oregonian Railway Company leased line. Portland & Willamette Valley Railway Company. Oregonian Railroad Company. Oregon & Washington Territory Railway Company. Independence & Monmouth Railway Company. Rogue River Valley Railway Company. Astoria & South Coast Railway Company.		145 643 92 43 62	, 701 , 613 , 632 , 992 , 429	16	32, 944 28, 117 38, 686 47, 342 55, 535 5, 862		199, 843, 41, 64, 47, 48, 2	502 387 841 505 174 725 310 881	16 90 7 6 3 4	7, 080 4, 842 2, 351 2, 720 6, 481 1, 950 6, 847 170 629 3, 070

^{*} The freight and passenger revenue for every other year but 1891-92 is calculated by mileage estimate on these two roads.

† The report for 1891 only covers from October 29, 1890, to June 30, 1891.

† Bought by Oregon & California Railroad

No freight earnings reported.

It will be seen from the foregoing table that the revenues from passenger and freight business have increased from year to year for the four years covered except that the year ending June 30, 1891, shows a greater freight earning than for any other year in the table, which is largely accounted for by increased earnings on the Oregon Short Line. The business of this company has never been separated from its steamer traffic in the annual statements made to the Board, and the company claims it is impossible to keep the accounts It is also apparent from the statement filed that the steamer business is carried on at the expense of the railroad earnings of the company.

The following table will show the number of passengers carried and the number of tons of freight hauled earning revenue on the several roads for the preceding four years. It will be seen that there has been a gradual but marked increase every year in both branches of the service except that for the year ending June 30, 1891, a better showing in both freight and passenger traffic is made than any other year in the table:—

Passengers and Freight Carried.

TABLE

Showing the number of passengers carried, also the number of tons of freight hauled for the years 1889 to 1892, inclusive.

A STATE OF THE STA	N.	надет раз	Number passengers carried carming revenue.	ried oormin	у перевие.	Number	Number of tons hauted earning revenue.	ed earning	resented	
variate of struct		0881	1890.	i i	1807.	I	1	1881.	1892,	
	R. N. Co.'s	2,6,6,6,4,4,5,6,6,6,6,6,6,6,6,6,6,6,6,6,6	2, 214, 704 5-42, 066 53, 829 137, 340	221 1211,6 58,8 136,6 13	2, 724, 860 2, 724, 824 48, 724, 824 75, 705 75, 705 17, 006	2, 734, 128 230, 521 230, 521 61, 851	8,569,962 300,279 77,962	835, 802 4, 888, 819 357, 352 91, 187 40, 728 50, 222	8, 836, 917 388, 775 43, 436 48, 838 46, 034 48, 348	
Total	<u> </u>	2, 511, 867	3, 219, 231	4, 174, 474	8, 921, 380	3, 494, 823	4,716,016	5, 789, 598	5, 250, 480	
	-	-		1	,					

*This only covers eight months' business, no report being made for the first four months, owing to road going into hands of a receiver.

† Rogne River Valley Railway only organized and operation commenced since February 4, 1991.

Earnings and Operating Expenses.

The following table, showing the gross earnings, operating expense, and net earnings of the several railroads for the years 1891 and 1892, shows that last year was a more prosperous one for railroads than the present—that while their operating expenses were larger in 1891, their not earnings were correspondingly larger:—

TABLE
Showing the gross earnings, operating expenses, and net earnings of railroads in the State of Oregon for 1891 and 1892.

	1891.	1891.	1891.
Name of line.	Gross carnings.	Operating expenses.	Net earnings.
Oregon Short Line & Utah Northern Railway Company	\$ 4,203,029	\$ 2.821.114	\$ 1,381,915
Northern Pacific Railroad Company	483, 541	336, 019	
Oregon & California Railroad Company	2,085,083	1,679,281	
*Oregon Pacific Railroad Company	69,617		Deficit.
Portland & Willamette Valley Railway Company	99, 979		23, 459
toregonian Railroad Company	23,011	32, 173	
Oregon & Washington Territory Railway Company	53,844	36,836	17,008
Independence & Monmouth Railway Company			
Rogue River Valley Railway Company	1,760	4,168	Deficit.
Astoria & South Coast Railway Company	7,801	2,217	5,584
Total	\$ 7,029,865	\$ 5,112,872	\$ 1,981,289

TABLE
Showing the gross earnings, operating expenses, and net earnings of railroads in the State of Oregon for 1891 and 1892.—Concluded.

	1892.	1892.	1892.
Name of line.	Gross earnings.	Operating expenses.	Net carnings.
Oregon Short Line & Utah Northern Railway Company Northern Pacific Railroad Company Oregon & California Railroad Company *Oregon Pacific Railroad Company Portland & Willamette Valley Railway Company Oregon & Washington Territory Railway Company Independence & Monmouth Railway Company Rogue River Valley Railway Company	\$ 3,534,297 390,070 2,098,522 117,339 115,031 53,310 52,880 3,453 3,221		\$ 953,718 Deficit. 410,604 Deficit 22,076 Deficit. 28,352
Astoria & South Coast Railway Company Total	\$ 3,321,380	\$ 5,060,851	* 1,414,750

^{*} The report for 1891 only covers the period from October 29 to June 30, 1891.

† This report only cover six months of 1891. ! Operating expenses not reported.

COMPARATIVE RATES.

On September 6, 1892, the Governor sent the following communication to the Board:—

STATE OF OREGON, EXECUTIVE OFFICE, SALEM, September 6, 1892.

Hons. G. W. Colvig, Robert Clow, and A. N. Hamilton, Railroad Commissioners, Salem, Oregon—

GENTLEMEN: Allow me to respectfully suggest that in your next report you make a comparative statement of the freight rates of the Union Pacific, Southern Pacific, and Iowa roads, as regulated by law, for the benefit of the members of the next legislature.

Very respectfully,

SYLVESTER PENNOYER, Governor.

In compliance with the Governor's request, and in pursuance of the interest of the people of Oregon in making such a report of the railroad business of this State as shall throw all possible light on the subject of transportation, the Board has prepared and submitted the following statements and tables:—

TABLE A.

Comparative table of rates in use on roads named on merchandise in classes as shown by rate sheets of 1891.

nce.	Southern Pacific Co., cents per 100 lbs.—Classes.			lbs.— cents per 100 lbs.			Rates of all roads in Illinois of class A, cents per 100 lbs.— Classes.			Maximum rates of class A roads in Iowa, cents per 100 lbs. — Classes.		
Distance.	1	2	3	1	2	3	1	2	3	1	2	3
5 10 15 20 30 40 50 60 70 80	12 15 18 18 20 24 25 25 26 28	10 13 15 15 16 19 20 21 22 24	8 11 13 13 14 15 15 16 17 19	14 14 16 20 25 27 40 45 45	12 12 14 18 22 25 35 43 45	9 9 11 14 17 21 27 33 37 42	13. 16 15. 04 16. 92 18. 80 22. 56 26. 32 29. 14 31. 02 32. 90 34. 78	11. 28 13. 16 15. 04 16. 92 19. 74 21. 62 23. 50 25. 38 27. 26 29. 14	9. 40 11. 28 13. 16 14. 10 15. 98 17. 86 19. 74 21. 62 23. 03 23. 78	14 14.8 15.6 16.4 17.6 18.8 20 20.8 21.6 22.4	11. 9 12. 58 13. 26 14. 96 15. 98 17 17. 68 18. 36 19. 04 19. 72	9. 34 10. 1 10. 4 10. 94 11. 73 12. 5 13. 34 13. 87 14. 4 14. 94
90 100 110 120 130 140 150 160	30 31 37 51 59 69 79	26 26 30 44 51 60 69 70	20 21 25 38 45 53 60 61	45 50 50 50 65 65 75 75	45 49 49 49 65 65 75	43 46 48 48 59 63 67 73	36, 66 38, 54 40, 42 42, 30 43, 24 44, 18 45, 12 46, 04	30.08 31.02 31.96 32.90 33.84 34.78 35.72 35.47	24. 34 24. 90 25. 47 26. 03 26. 60 27. 16 27. 72 28. 29	23. 2 24 25. 6 27. 2 28. 8 30. 4 32 33. 6	20. 4 21. 38 22. 36 23. 34 24. 32 25. 3 26. 28 27. 26	15. 47 16. 7 16. 7 17. 4 18. 1 18. 8 19. 5 20. 2

TABLE A.—CONTINUED.

Comparative table of rates in use on roads named on merchandise in classes as shown by rate sheets of 1891.

્રાહ	Southern Pacific Co., cents per 100 lbs.— Classes.		cents 1	Union Pacific Co., cents per 100 lbs.— Classes.			Rules of all roads in Illinois of class A, cents per 100 lbs.— Classes.			Maximum rates of class A roads in Iowa, cents per 100 lbs. —Classes.		
Distance.	1	2	3	1	2	3	1	2	8	1	2	3
170 180	79 79	72 72	68 63	90 90	90 90	76 80	46.81 47.56	37.22 37.97	28.85 29.42	85. 2 36. 8	28. 24 29. 22	20.9 21.6
190 200 220	79 83 94	74 77 87	65 68 76	110 110 110	110 110 110	91 91 100	48. 32 48. 88 50. 19	88.72 39.48 40.60	29.98 30.54 31.49	38.4 40 43.2	30. 2 32. 16 34. 12	22.3 23 24.4
240 280	113 129 139	100 119 1 2 8	87 108	115 140 150	115 130 150	100 125 135	51.51 54.14 55.46	41.78 43.99 45.12	32, 43 34, 31 35, 25	46.4 52.8 56	38.4 40 41.5	25.8 28.6 30
300 350	156	145	113 183	180	174	148	58. 28	45.12	38.07	58.5	42.5	30 32, 5

TABLE A.—CONCLUDED.

nce.	Maximum rates of State of Iowa on carloads, cents per 100 lbs.— Classes.			Southern Pacific Co., carload lots, cents per 100 lbs.—Classes.			Union Pacific Co., carload lots, cents per 100 lbs.—C lasses.			Illinois roads, carload lots, tents per 100 lbs.—Classes.		
Distance.	A	В	C	A	В	c	A	В	C	A	В	. c
5 10 15 20 30 40 50 70 80 90 100 110 120 130 140 150	5. \$5. \$6. \$5. \$6. \$6. \$6. \$6. \$7. \$4. \$7. \$8. \$6. \$9. \$7. \$10. \$4. \$11. \$11. \$8. \$12. \$5. \$7. \$6. \$12. \$5. \$7. \$6. \$7. \$7. \$7. \$7. \$7. \$7. \$7. \$7. \$7. \$7	4.9 5.18 5.46 5.74 6.16 6.58 7.28 7.56 7.84 8.12 8.4 8.86 9.32 9.78 10.24 10.7	4. 2 4. 44 4. 68 4. 92 5. 28 5. 64 6. 24 6. 48 6. 72 6. 96 7. 2 7. 6 8. 4 8. 8 9. 2	10 12 12 13 13 15 15 16 18 19 21 23 25 32 35 38 40	8 10 10 11 12 14 14 15 16 18 19 19 22 25 28 30 30	6 8 8 9 9 10 10 11 13 15 17 19 20 21 22	8 8 10 12 15 18 24 30 33 36 37 40 44 45 51 53 57	6 6 7 9 11 14 18 22 24 29 30 34 36 38 39 40 42	5 5 5 6 7 7 8 10 11 13 14 15 17 19 19 21 23	4.70 5.64 6.58 7.05 7.99 8.93 9.64 10.58 11.05 11.51 11.98 12.45 12.45 12.93 13.72 14.10 14.48	4. 23 5. 17 6. 11 6. 58 7. 52 8. 46 9. 40 9. 87 10. 34 10. 72 11. 09 11. 47 11. 84 12. 22 12. 60 12. 88 13. 16	3. 76 4. 23 4. 70 5. 17 6. 02 6. 58 6. 96 7. 33 7. 71 8. 08 8. 46 8. 84 9. 21 9. 59 9. 96 10. 34 10. 62
160 170 180 190 200	13. 18 13. 86 14. 54 15. 22 15. 9	11.16 11.62 12.08 12.45 13	9.58 9.96 10.34 10.72	40 40 40 40 43	30 30 30 30 30 32	24 26 26 28 28	61 63 65 72 72	46 48 51 57 57	24 24 26 29 29	14.76 15.04 15.37 15.65 15.98	13.35 13.54 13.72 13.91 14.10	10.90 11.19 11.42 11.70 12.03
220 240 280 300 350	17. 22 18. 54 21. 18 22. 5 25	13.9 14.8 16.6 17.5	11.88 12.66 14.22 15 17.5	50 57 69 80 95	40 40 48 55 72	29 30 32 33 34	81 88 102 108 110	62 67 76 81 85	32 34 40 43 49	16. 36 16. 73 17. 48 17. 86 19. 27	14.48 14.85 15.60 15.98 17.39	12.41 12.78 13.54 13.91 14.76

Table B shows the rates of the Oregon Railroad Commission for use on the Southern Pacific Company's lines, also the rates now in use by said Company; the Union Pacific's former and revised rates; also the maximum rates in force in the States of Iowa and Illinois on wheat, cattle, and lumber, giving the mileage and rate on each for distances named:—

ABLE B.

;	rales inois.	I.umber — cents per 100 ibs.	84444444444444 883848844883324 883182642
ļ	m Tig	(sathe — dollars per car.	#252225577552288888888888888888888888888
† '	Maxim State of	Wheat — cents per 100 lbs.	444%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%
carloads.	rates	Lumber — cents per 100 lbs.	8.5.6.6.4.4.4.7.7.7.7.6.6.6.6.2.7.7.7.8.2.8.9.0.0.1.1.8.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2
in carl	.0	Callle — dollars per car.	######################################
lumber 1	Naximum State of I	Wheat — cents per 100 lbs.	44447779841717888889999999999998484 44447779841717844 444477799841717984 4444777999484 444477799
So !	com-	Lumber — cents per 100 lbs.	
le, and	Pacific ion revi rales.	Cattle — dollars per car.	28822222222222222222222222222222222222
it, cattle,	Union miss	Wheat — cents per 100 lbs.	ారాల నిల్లే చేస్తున్న ఇవ్వాత మహా
on wheat,	Pacific rates.	Lum ber — cents per 100 lbs.	00000000000000000000000000000000000000
1891 0	Union Pac Jorner rat	Calle — dollars	**************************************
rates of	ro Zor	Wheat — cents per 100 lbs.	844 8 488888888888888888888888888888888
	Ac 10.	Lumber — cents per 100 lbs.	4444001~ co 0 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
prevailing	n Pariste rates.	Callle — dollars per car.	**************************************
showing	Southern	Wheth — cents per 100 lbs.	4001-0000000000000000000000000000000000
table st	Inay rates Co.	Lumber — cents per 100 lbs.	200004066660000000000000000000000000000
Comparative to	Rai ion P.	('allle — dollars per car.	**************************************
	Oregon Commiss for S.	Wheat — cents per 100 lbs.	4ారాల్లో మార్థుల్లో చేస్తాన్నారు. మార్థుల్లో చేస్తున్న మార్థుల్లో చేస్తున్న మార్థుల్లో చేస్తున్న మార్థుల్లో చే 446 - 144 - 20 20 20 20 20 20 20 20 20 20 20 20 20
S		Ivstance in miles.	25 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5
			। କଳଳ ଅନ୍ୟୁକ୍ତ ଅଧିକ୍ୟ ଅଧିକ ଅଧିକ ଅଧିକ ଅଧିକ ଅଧିକ ଅଧିକ ଅଧିକ ଅଧିକ

ites and those of Southern and Union Pacific taken from column of through rates to Portland main line; on from distance tariff tables, which governs through or intermediate business. Figures on commissioners' ra rates of Iowa and Illinois roads,

The Iowa act classifies all roads in the State into three classes according to their gross earnings per mile. Those whose gross annual earnings per mile exceed \$4,000 are denominated as class A, and take the rate prescribed in the preceding statement; those whose earnings are \$3,000 and less than \$4,000 as class B and charge 15% more than the rates named in the schedule; those whose earnings shall be less than \$3,000 per mile are put in class C and are permitted to charge 30% more than the schedule. A general passenger rate of three cents per mile is fixed by law in the State.

The following is the order of classification of roads in Iowa:—CLASS A.—Chicago & Northwestern; Chicago, Burlington & Quincy; Chicago, Milwaukee & St. Paul; Chicago, Rock Island & Pacific; Chicago, St. Paul & Kansas City; Chicago, St. Paul, Minneapolis & Omaha; Chicago, Santa Fé & California; Omaha & St. Louis; Sioux City & Pacific; Toledo, Peoria & Western; Union Pa-

cific; Wabash.

CLASS B.—Burlington, Cedar Rapids & Northern; Des Moines & Northern; Dubuque & Sioux City; Iowa Central; Kansas City, St.

Joseph & Council Bluffs; Sioux City & Northern.

CLASS C.—Albia & Centerville; Burlington & Northwestern; Burlington & Western; Chicago. Burlington & Kansas City; Chicago, Burlington & Northern; Chicago, Ft. Madison & Des Moines; Chicago, Iowa & Dakota; Crooked Creek Railroad & Coal Company; Des Moines & Kansas City; Des Moines & Northwestern; Humeston & Shenandoah; Iowa Northern; Keokuk & Western; Mason City & Ft. Dodge; Minneapolis & St. Louis; St. Louis, Keokuk & Northwestern; Tabor & Northern.

The following are Class A roads, and are authorized to charge the maximum rates named in the foregoing tables, for the State of Atchison, Topeka & Santa Fe; Baltimore & Ohio; Belt Railway of Chicago; Chicago & Alton; Chicago & Calumet Terminal; Chicago & Eastern Illinois; Chicago & Erie; Chicago & Grand Trunk; Chicago & Illinois Southern; Chicago & Iowa; Chicago & Northern Pacific; Chicago & North-Western; Chicago & Western Indiana; Chicago, Burlington & Northern; Chicago, Burlington & Quincy; Chicago, Milwaukee & St. Paul; Chicago. Rock Island & Pacific; Chicago, St. Paul & Kansas City; Cleveland, Cincinnati, Chicago & St. Louis; Lake Erie & Western; Lake Shore & Michigan Southern; Louisville & Nashville; Louisville, New Albany & Chicago; Michigan Central; New York, Chicago & St. Louis; New York, Lake Erie & Western; Northern Pacific; Pennsylvania Company; Peoria & Pekin Union; Pittsburgh, Cincinnati, Chicago & St. Louis; Pittsburgh, Fort Wayne & Chicago; Rock Island &

Peoria; Terminal Railroad Association of St. Louis; Terre Haute & Indianapolis; Western; Wabash, and Wisconsin Central.

Table C shows the gross and net earnings, cost and mileage of all roads operated in Oregon, Iowa and Illinois for the year 1890:—

TABLE C.

Showing comparatively gross and net earnings, cost per mile, total cost, and mileage operated in the States of Oregon, Iowa, and Illinois, for the year 1890.

	Gross carnings.	Net earnings.	Cost per mile.	Total cost.	Miles in State.
Railroads in Oregon	\$ 4,582,821	\$ 1,599,723	\$ 67,504	\$ 87,755,000	8,412
Railroads in Iowa	41,318,133	14,021,849	32,339	258,465,788	
Railroads in Illinois	63,490,253	22,734,631	53,757	1,769,620,864	

The cost per mile and the total cost is the capital stock and funded debt added together, which method is employed by railroad managers in stating the cost of a road.

The following comparative table will show the mileage, capital stock, funded debt, rate of interest, gross and net earnings from operation of Oregon roads, and some of the roads in Iowa and Illinois:—

TABLE D.

OREGON & CALIFORNIA RAILROAD COMPANY, 1890.

Miles operated ('apital stock	474 19,000,000 00 14,245,000 00 53/45
Passenger earnings Freight earnings	1, 114, 570 56 728, 117 12
(ross earnings	1,842,687 67 1,297,327 98
Net earnings from operation	545, 359 74

TABLE E.

OREGON RAILWAY & NAVIGATION COMPANY, OREGON SHORT LINE & UTAH NORTHERN RAILWAY
COMPANY, LESSEE, 1890.

Miles operated in Oregon Capital stock apportioned to mileage Funded debt apportioned to mileage Average rate of interest paid	514 12,000,000 00 10,558,000 00 51/26
Passenger earnings apportioned to mileage	613, 765 59 1, 590, 197 22 14, 710 68
Total gross earnings from operation in Oregon Operating expenses apportioned Taxes paid in Oregon 44,382 17	2, 218, 673 44 1, 621, 904 29
Net earnings from operation in ()regon\$	596, 769 15

TABLE F.

CHICAGO, ST. PAUL & KANSAS CITY, 1890.

Miles in Iowa\$ Capital stock\$ Funded debtAverage rate of interest	476 14,892,000 (0) 15,397,480 (0) 512/4
Passenges earnings	484, 142 48 1, 477, 175 44
Gross earnings	1,961,317 92 1,381,394 35
Net earnings from operation\$	579, 923 57

This road is a class C corporation, and charged 30% more than the maximum rate in the preceding tables of rates.

TABLE G.

DUBUQUE & SIOUX CITY RAILWAY, 1890.

Miles in Iowa	0%
Passenger earnings\$ Freight earnings	628, 836 34 1, 349, 718 47
Gross earnings	1,978,554 81 1,553,759 97
Net earnings from operation\$	424, 794 84

This is a class B road, and takes a 15% higher rate than the maximum rates named in the preceding tables.

TABLE H.

OHIO & MISSISSIPPI RAILWAY, 1890.

Miles in Illinois	375 14, 362, 500, 00
Funded debt	9, 375, 000 00
Gross earningsOperating expenses	2,059,442 (0)
Operating expenses	1,345,562 00
Net earnings	713,880 00

TABLE I.

CHICAGO & NORTHWESTERN, 1890.

Miles in Illinois	594 9, 252, 25 0 00 14, 696, 500, 00
Gross earnings from operations in Illinois	·
Net earnings\$	1,431,407 00

TABLE J.

CHICAGO & ALTON, 1890.

Miles in Illinois	586 18,784,816 00 11,061,922 00
Gross earnings from operation in Illinois	5,712,774 00 3,523,419 00
Net earnings	2, 189, 355 00

TABLE K.

Showing the percentage of operating expenses to earnings on railroads in the States of Oregon, Illinois, and Iowa for 1890.

Oregon & California, Southern Pacific Company lessee	57.89% 71.32% 82.73% 66.35% 59.06%
Chicago, Burlington & Quincy	61.03 ⁷ 67.00 ⁷

TABLE L.

Showing freight and passenger business for Oregon and Iowa roads comparatively, 1890.

Name of carrier.	No. of passen- gers carried earning rev- rnuc.	Pas'ger earn- ingspr mile of road.	No. of tons of freight car- ried earning revenue.	Freight earn- ings per mile of road.
Chicago, St. Paul & Kansas City Railway Co. Dubuque & Sioux City Railway Co. Union Pacific Railroad Co., and Oregon Short Line	339, 635 523, 926	\$ 1,281 33 1,096 98	1,089,033 812,629	3,606 58 2,300 40
& Utah Northern Railway Co., lessees of the Oregon Railway & Navigation Co	271, 29 5	1,193 16	669, 952	3,091 36
Railroad Co	542,036	1,957 60	300, 279	1,583 72

TABLE L.—CONCLUDED.

Average an	Average di	Average am	Average da
revved fro	tance car'i	received f	tance ca'rie
each passe	each passe	each ton e	each ton
ger.	ger—miles.	freight.	freight-mil
. 99	34	\$ 2 05	285
	41	1 62	154
3 75	133	4 74	241 84
		3 75 133	3 75 133 4 74

Maximum Rate Law.

MAXIMUM RATE LAW.

On July 13, 1892, the Governor transmitted the following communication to the Board on the subject of a maximum rate act:—

STATE OF OREGON, EXECUTIVE OFFICE, SALEM, July 13, 1892.

Messrs. G. W. Colvig, Robert Clow, and A. N. Hamilton, Railroad Commissioners, Salem, Oregon—

GENTLEMEN: The supreme court of the United States, in the case of Budd v. New York, 143 U.S. 517, having recently reäffirmed the doctrine that "it is within the power of the legislature to declare what should be a reasonable compensation for the services of persons exercising a public employment and to fix a maximum beyond which any charge would be unreasonable," while at the same time it has not receded from its position in the Minnesota Case, 134 U.S. 418, that the reasonableness of the rates fixed by a railroad commission can be inquired into by the courts, necessarily imposes upon you, in order to procure the definite establishment of just rates, free from judicial interference, the grave necessity of reporting to the next legislature a maximum rate bill for enactment. Your investigation of such matters will enable you to prepare such a bill, and the six months intervening before the legislative session will give you ample time and ought to be employed by you in formulating such a measure.

Very respectfully,

SYLVESTER PENNOYER, Governor.

The Board declined to act as requested, and transmitted to the Governor the following letter:—

OFFICE OF THE RAILROAD COMMISSION, SALEM, OREGON, August 2, 1892.

Hon. Sylvester Pennoyer, Governor of Oregon, Salem, Oregon —

SIR: Your communication of July 13, 1892, asking us to prepare a maximum rate act to apply on all lines of railroad in the State of Oregon, for submission to the legislature, has been duly considered and in reply we beg to say:

In compliance with an act passed at the sixteenth regular session of the legislative assembly of the State of Oregon, entitled "An act to further define the duties of the Board of Railroad Commissioners," the present Board have carefully considered the subject of rates on all of the railroads in the State of Oregon, and have found the present rates in use and in force to be reasonable and just, except those of the Southern Pacific Company and the Union Pacific Company, the schedules of which companies the Board found to be unreasonable in certain particulars. These rates were revised by an official order of this Board, made during August, 1891, and the revised rates so established were sought to be enforced by a proper proceeding in the courts of this State.

In the matter of the Union Pacific Company, the revision has already been

effected, and the rates put in force by a decree of the circuit court.

Maximum Rate Law.

In the matter of the Southern Pacific Company, the Commission's rates were found to be reasonable by the circuit court, and the case is now on appeal

to the supreme court of Oregon.

These rates have been determined to be reasonable by our courts on a full investigation of all the evidence which the company and the Commissioners were able to produce on the questions at issue. These rates established and proposed by the Commission applied to the business of 1890, which was an average year, amounted in a net saving to the people of Oregon of over \$75,000, and a corresponding loss to the said corporations if the reduction should not be partially overcome by increased shipments.

In view of these facts, and having full faith in the present law and the integrity of our courts to enforce and support the same, we feel it our duty to respectfully decline to devise any other scheme looking to legislative control

in this matter.

Respectfully submitted.

G. W. COLVIG, A. N. HAMILTON, ROBERT CLOW,

Attest: F. J. MILLER, Clerk.

Commissioners.

The Board, after due and proper consideration of the Governor's letter, were of the opinion that the revision and regulation of rates as marked out and designated in the act of 1891, is the only method which the people of Oregon have so far expressed themselves in favor of, and that the reduction which the Board has undertaken in pursuance of said act when enforced and carried into effect by the courts, fully meets all the requirements of the case, and will receive the approbation of the people of Oregon. Even conceding that an act may be passed fixing a rate which would be "free from the intervention of our courts," it cannot be said that such an act would be just or right if it contemplated a greater reduction than has been already made by the Board. The Board had all the rates of the different companies before it for consideration, together with all the facts bearing upon the subject, and after weeks of careful and diligent study and calculation, proposed such a reduction as it deemed would be reasonable and just on the basis of the traffic of the different lines affected at the time the reduction was made. The matter has been contested, not only before the Board, but before the circuit court of the third judicial district for Marion county, where all the evidence bearing upon the reasonable or unreasonable character of the revised rates has been passed upon and adjudged fair and reasonable. It would seem that this judgment should be respected, and that with the final decision of the supreme court, before which tribunal the matter is now in pending as to one of the carriers, the controversy should end until such time as different conditions shall warrant further action in the premises.

Cattle-Guards and Road Crossings.

CHANGES IN THE LAW.

OBSTRUCTING RAILROAD TRACKS.

The second report of the Board urged upon the Legislature the necessity of amending the penal laws of the State on the subject of obstructing tracks. No action was taken in the matter, and there is no law in force in the State today which furnishes adequate punishment for such a grave crime. Repeated attempts have been made during the past two years to wreck trains, some of which have resulted in loss of property and injury to persons. The present statute, which makes the crime of obstructing a railroad a misdemeanor punishable by fine or imprisonment in the county jail, was passed at a time when there were no railroads in the State, and the act was passed more to protect wagon roads than for any other purpose. Almost every other State in the Union makes it a felony. We again recommend the passage of an act which shall meet the requirements of the case, and which in our judgment will tend to lessen the dangers of travel by rail.

CATTLE-GUARDS AND ROAD CROSSINGS.

There is no subject connected with railroads which is productive of more conflicts between the people and corporations than the establishment of cattle-guards and road crossings. There is no law on the subject in the State of Oregon, and so far it has been left entirely to the corporation to say where such necessary conveniences shall be established. It is to the interest of the corporation to have as few of each as possible, owing to the danger constantly met at all such points. It is evident that each should have something to say as to where the same should be placed. The corporations operating a line of railway, held to the strictest vigilance in protecting its trains and passengers against accident, should not be compelled to open its roadway to public and private use at every point where one or more people demand it; and on the other hand, the people of a community should not be shut out from following their busi-

Air Brakes and Automatic Couplers.

ness by the corporation causing them to go miles out of their way to reach a road crossing. The matter of determining where a road crossing or cattle-guard should hereafter be established, should be placed in the hands of the Commission, as it is in many States. By a proper enactment in this direction, a safe and speedy remedy would be afforded for all parties.

THE DOCTRINE OF NON-LIABILITY FOR THE ACT OF A FELLOW SERVANT.

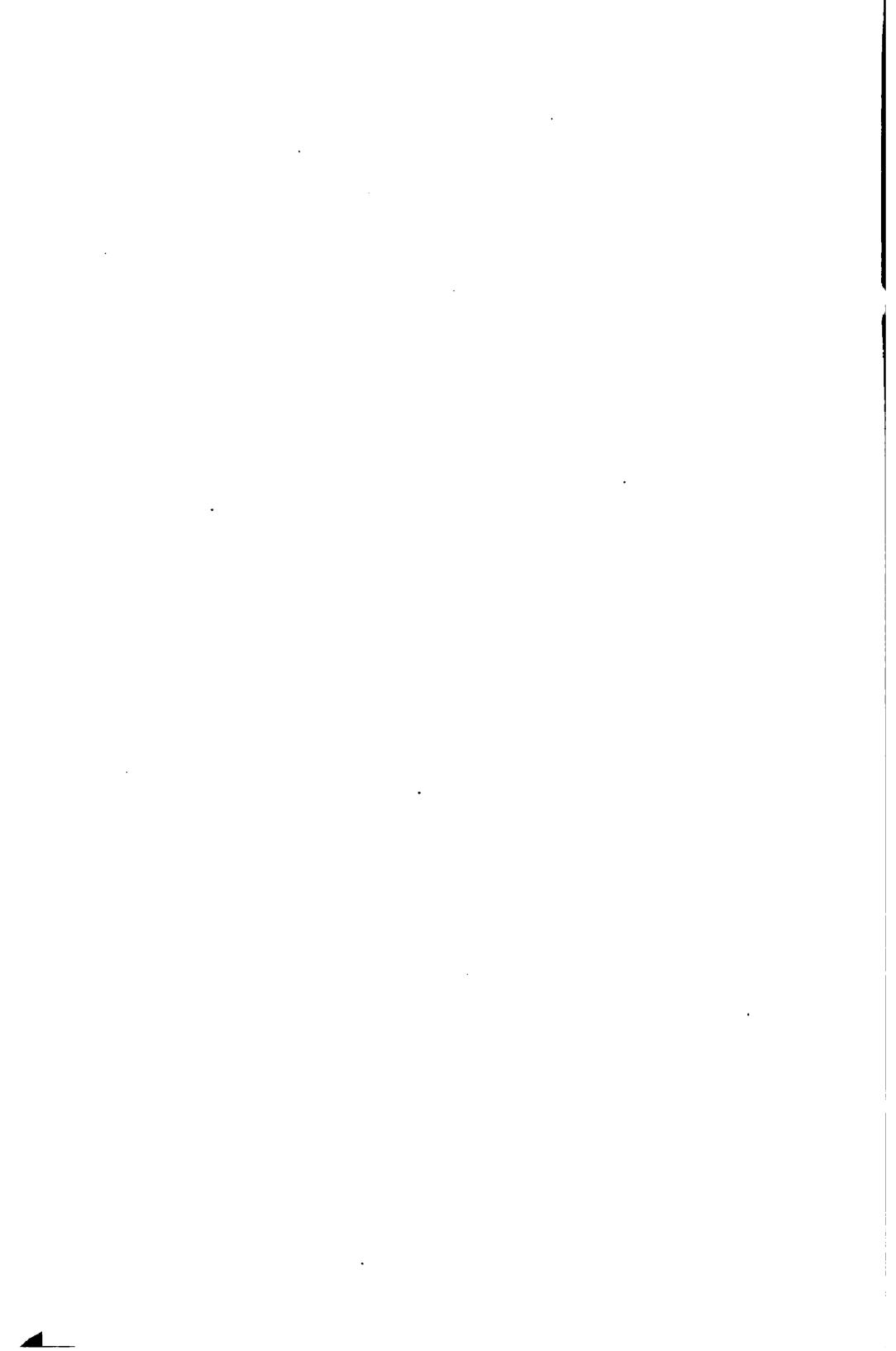
Some of the States of the Union have statutes defining the liability of railroads in respect to accidents to employés while engaged in the business of conducting and managing trains. In a number of States the company is not exonerated from liability when the negligent act of a co-employé is the cause of the accident, but is held to be liable and responsible for every such act resulting in injury or loss of life to any of its servants. We believe that, in justice to the thousands of employés engaged in railroading in this State, a similar act should be passed protecting them from the consequences of the negligence of others engaged in the service. We believe such an act would not only be a means of protecting those who work in this employment, but also a safeguard to the traveling public, insuring the greatest vigilance in securing safe and reliable men in the service.

AIR-BRAKES AND AUTOMATIC COUPLERS.

It is becoming more apparent every year that some law should be passed regarding the proper equipment of cars and engines employed in both the passenger and freight service on the railroads of this country. Handbrakes and couplings have caused more injuries and deaths in the army of men employed in railroading in the United States than any other cause. As no suitable State law could be enacted governing the great transcontinental lines leading into this State looking to improved equipment, we recommend that a suitable memorial be passed asking congress to pass an act applying to all railroads, compelling them to adopt and put into use on their lines a system of automatic couplers and airbrakes.

ANNUAL REPORTS.

Following are the Annual Reports for the year ending June 30, 1891, of the several corporations owning or operating rail-roads in the State of Oregon.



REPORT

OF THE

OREGON SHORT LINE AND UTAH NORTHERN RAILWAY COMPANY (LESSEE).

For the year ending June 30, 1891.

HISTORY.

- 1. 'Name of common carrier making this report? Oregon Short Line and Utah Northern Railway Company.
 - 2. Date of organization? August 1, 1889.
- 3. Under laws of what government, state or territory organized? [If more than one, name all; give reference to each statute and all amendments thereof.] Wyoming, Nevada, Utah, and the United States.
- 4. If a consolidated company, name the constituent companies. [Give reference to charters of each, and all amendments of same.] Oregon Short Line Railway Company, incorporated April 14, 1881, for fifty years; Utah and Northern Railway Company, incorporated May 1, 1878, for fifty years; Utah Central Railway Company, formed by consolidation July 1, 1881, for fifty years; Salt Lake and Western Railway Company, incorporated May 30, 1881, for fifty years; Utah and Nevada Railway Company, incorporated February 15, 1881, for fifty years; Ogden and Syracuse Railway Company, incorporated March 2, 1887, for fifty years; Idaho Central Railway Company; Nevada Pacific Railway Company. Consolidated August 1, 1889, for fifty years.
 - 5. Date and authority for each consolidation. See No. 4.
- 6. If a reörganized company, give name of original corporation, and refer to laws under which it was organized. No.

Oregon Short Line & Utah Northern Railway Co. (Lessee), 1891.

7. [For companies not making operating reports.] What carrier operates the road of this company?

ORGANIZATION.

Names of directors.	Postoffice address.	Date of expiration of term.
Jay Gould Edwin F. Atkins Frederick L. Ames F. Gordon Dexter Sidney Dillon A. H. Green S. H. H. Clark John Sharp Russell Sage	Boston, Massachusetts Boston, Massachusetts	March 18, 1892.

Total number of stockholders at date of last election?
One thousand and twenty-two.
Date of last meeting of stockholders for election of directors?
March 18, 1891.
Give postoffice address of general office.
Boston, Massachusetts.
Give postoffice address of operating office.
Omaha, Nebraska.

OFFICERS.

Tille.	Name.	Location of office.
Chairman of the board		
President	Sidney Dillon.	New York, N. Y.
First vice-president	S. H. H. Clark	Omaha, Neb.
Second vice-president	John Sharp	Salt Lake City, Utah.
Third vice-president	G M. Lane	Boston, Mass.
Secretary	Alex. Millar	Boston, Mass.
Treasurer	James G. Harris	Boston, Mass.
General solicitor		
Attorney, or general counsel		
Comptroller	Oliver W. Mink	Boston, Mass.
Assistant comptrollerAuditor		
Auditor	Erastus Young	Omaha, Neb.
Assistant auditor		
*General manager	S. H. H. Clark	Omaha, Neb.
Assistant general manager Chief engineer General superintendent		
Chief engineer		
General superintendent		
Assistant general superintendent.		
Division superintendent		
Division superintendent		
Division superintendent		
Superintendent of telegraph		
Traffic manager		
Assistant traffic manager		
General freight agent		
Assistant general freight agent		
General passenger agent		
Assistant general passenger agent		
General ticket agentAssistant general ticket agent		
Conoral baccaca acout		
General baggage agent		
Superintendent of express		
Land commissioner		
	1	I

^{*} Managed by Union Pacific officials on the line.

Oregon Short Line & Utah Northern Railway Co. (Lessee), 1891.

PROPERTY OPERATED.

[FOR ROADS MAKING OPERATING REPORTS.]

	In white roads observe the	following alossification	and and a
	In giving roads, observe the	iomentification in the street of the street	a and order;
ì	Railroad line represented by	z canital stock · 3	Line operate

- Line operated under lease for specified sum. Railroad line represented by capital stock:

 (a) Main line.
 (b) Branches and spurs.

 Proprietary companies whose entire capital stock is owned by this company.
 Line operated under lease for specified sum.
 Line operated under contract, or where the rental is contingent upon earnings or other considerations.
 Line operated under trackage rights.

Name of every railroad the operations of which are included in the income account, page 31.

	Term	ninals.	road road	ne for class o a d s
Name.	From—	То—	Miles line for each road named.	Miles line each cloof roa named.
Oregon Short Line and Utah Northern Railway Company, lessee		Huntington		400 67
	Pendleton Willows Junction Bolles Junction Starbuck La Crosse Junction	Heppner Dayton Pomeroy Connell	$\begin{array}{c} 30.00 \\ 53.12 \end{array}$	402.67
Oregon Railway and Navigation Co.	Winona Junction Tekoa Umatilla Junction La Grande Wallace	Mullan Walla Walla Elgin	28. 58 47. 84 87. 10 57. 67 20. 89 6. 67 13. 40	
Total mileage operated	East Portland		2.13	656.66 1,059.33

Name of all coal, bridge, canal, or other properties, the earnings and expenses of which affect the general balance sheet, pages 49 and 51.

Name.	Character of business.	Tille (owned, leased, etc).	State or territory.
			_

*PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

[FOR ROADS NOT MAKING OPERATING REPORTS.]

Name of railroad the income of which from lease, or from other assignment for operation, is included in the income account, page 33.

Name.	Term	inals.	By what company operated.	Under what kind	of line.
Name.	From—	T o	operated.	of a contract operated.	Hües

*See report of Oregon Railway and Navigation Company. Give here a full explanation of the contract existing between road (or roads) and the company

by which it is operated. None. Note.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk].

Oregon Short Line & Utah Northern Railway Co. (Lessee), 1891.

	*CA	*CAPITAL STOCK.	FOCK.			•
	Number of	Par value of	Total par water	Total amount	Dividends declared during year	during year
Legentyperous	authorized.		authorized.	standing.	Rate	Атонис
Capital stock— Common Preferred						
医加克氏 医线线管 电子电子 中国有名 电多点等 中国国际国际电影中华中部中华中部中华中部中华的一种			*****		***************************************	
Total statement assessment assessments						
Manner of payment for capital stock.	Number of Marcs waned during year	Cush realized on an't issuest during year.	Twee number of shares issued.	Total read read- tred.	Remarks.	
Common Preferred Issued for construction—			d			
			, , , , , , , , , , , , , , , , , , , ,			
Preferred Issued for a second						
		111				
TOTAL	***					

· See report of Oregon Railway and Navigation Company

*FUNDED DEBT.

BONDS, MISCELLANEOUS OBLIGATIONS,

Œ.

MORTGAG

AND INCOME BONDS.

Oregon Short Line & Utah Northern Railway Co. (Lessee), 1891.

	Tèn	Time.	Amountof			Cash real-			Interest.	
Class of bond or obligation.	Date of issue.	When due.	authorized issue.	Amount issued.	Amount outstanding.	issued.	Rate.	When payable.	Amound accrued during year.	Am't paid during year.
	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1								1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1
					1		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			1
Total										1 1 1 1 1 1 1
	! !				 					

EQUIPMENT TRUST OBLIGATIONS.

A.—GENERAL STATEMENT.

Remarks.		
Equipment covered.		
Number of pay- mends.		
Term.		
Date of issue.		
Series or other designation.		

* See report of Oregon Railway and Navigation Company.

DEBT.—CONTINUED.

*FUNDED

OBLIGATIONS.

TRUST

EQUIPMENT

Oregon Short Line & Utah Northern Railway Co. (Lessee), 1891.

Rate. Amount paid during year. Am't paid during year. Interest. Deferred payments - interest. Amount accrued during year. Am't accrued during year. Amount outstanding. DEBT. Amount outstanding. FUNDED Original amoumt. B.—STATEMENT OF AMOUNT. Amount issued. Deferred payments—principal Amount outstanding. OF *RECAPITULATION Original amount. Cash paid on delivery of Class of debt. "Miscellaneous obligations," p. 19 Total "miscel. obligations". ___ Series or other designation.

[Note.—Where reference in the above tables is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—Frank J. Miller, clerk.] *See report of Oregon Rallway and Navigation Company.

Total

Oregon Short Line & Utah Northern Railway Co. (Lessee), 1891.

RECEIVER'S CERTIFICATES.

			Print.	Principal.		Interest.	
Date tomed.	Amount taued.	Amount outstanding.	Amount paid during year.	Amount funded or otherwise disposed of.	Amount accrued during year.	Amount paid during year.	Rafe
Total							
	*CURRENT		AND LI	ASSETS AND LIABILITIES.	1		
Cush and current assets available for payment of current habilities.	payment of current	Habilities.	Curro	Current Habilities accrued to and including June 30, 1891.	a to and includin	g June 30, 1891.	
Total							
* See report of Oregon Rallway and Navigation Company. † Materials and supplies on hand, \$	Navigation Comp	pany. [See general balance sheet, page 49.] to a page, it directs attention to the	ance sheet, pag		page of the blank report which the commission	which the con	notation

Oregon Short Line & Utah Northern Railway Co. (Lessee), 1891.

*RECAPITULATION.

Ψ.	AFOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.	GE OWNED 1	SY ROAD MAI	KING THIS	REPORT.	
	Total amount	Apport	Apportionment.	Amount per n	22	£ 27
ACCOMP.	ontstanding.	To railroade.	To railroads. To other proper-	Miles	Amount.	Thomas was
Capital stock, page 17. Bonds, page 10 forend satell	1					
Total						

B.-FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT, PAGE 31.

							ы
			1970		Amount pe		_
Adme of road	Capital Mock.	France Gow.	CHITCH HOMERS	Tokk	Mac	Amount.	

	-	The state of the s			**********		
	***************************************		***********				
Total							_
	-						

*See report of Oregon Raliway and Navigation Company.

[NOTE.—Where reference in the above tables is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company —Frank J. Miller, cierk]

Oregon 8	Short L	ine &	Utah	Northern.	Railwau	Co.	(Lessee).	1891.
A. 0340.00	,,,,,,, <u> </u>	77170 0	0.00010	210101010110				2002.

•	*cosT	OF	ROAD,	EQUIPMENT,	AND	PERMANENT	.	IMPROVEMENTS.		
				Erp	Expenditures during year,	year,				
•	Dere.				Not included in o	Not included in operating expenses	Total cost	Total cost	One per mile	
				mended to operating expenses.	Charged to income account as permanent improvements.	Charged to construction or equipment.		June 30, 1891.		
Construction		}					1			
				**********			*************		*****	
					************			111111111111111111111111111111111111111		
				H	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1					
						**********		*************	7	
					****	***************************************				
Other superstru	cture							***************************************		_
Buildings, furniture and fixtures	iture and	fature	1	*****					*************	
			ľ			***************************************	1 1 1 1 1 1 1	*****		
			pastruction				***********			
							*****	*************		
					****		*		****	
The same Part I do Add to	After an and a			**************			111110000001777000	***********		
Pood both by september		I O A B KO	(Summer 1995)		***************************************				****	
when putte of	South Peters	oad			L		see treatment area	and debrate to the second second	a new decrease served field to	
						4401140000000000				
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								*****	*******	
Floating equipment	ment							+		
Total equipment	ment		***************************************					2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		
Greend total cost construction confirment ato	non stranoth	90	inmont at							_
TRUE MONEY COST	ison Hehne	יייי בילי	III ment, con		****	****************		*****		
• See report o	Coregon I	Railwa	y and Navig	 See report of Oregon Railway and Navigation Company. 						_

INCOME ACCOUNT.

[FOR ROADS MAKING OPERATING REPORTS.]

- 		
Gross earnings from operation, page 35Less operating expenses, page 45	\$ 5,605,960 15 3,939,942 90	
Income from operation		İ
Dividends on stocks owned, page 37		
Interest on bonds owned	21,000 00	i
Miscellaneous income, less expenses, page 41		
Income from other sources		•]
Total income		8 1 687 017 95
Deficit.		
Deductions from income—	~~~~	
Interest on funded debt accrued, page 23		1
Interest on interest-bearing current habilities accrued, not other-l		
wise provided forRents, page 47, A	2.745.418.34	
Taxes	138 916 63	
Permanent improvements	90 855 97	
Other deductions	20,000 01	
Deficit, net earnings O. R. and N. Co. steamers, page 41	04 175 94	
benefit, her carnings of it. and it. Oo. steamers, page 41		
Total deductions from income	\$ 3,067,166 88	3,067,166 88
Net income		e
Deficit		\$1 280 140 62
Dividanda nar cont common stock		1,000,149 (15)
Dividends, per cent, common stock		
Dividends, per cent, preferred stock		
Other payments from net income		
·		1
Total		
Cumber from an anations of more and in a Tune 20, 1901		
Surplus from operations of year ending June 30, 1891		
Deficit from operations of year ending June 30, 1891		
Surplus on June 30, 1890 (from general balance sneet, 1890 report)		1
Deficit on June 30, 1890 (from general balance sheet, 1890 report)		
4 3 4 4 4 mg Con		
Additions for year		
Deductions for year		
C		
surplus on June 30, 1891 (for entry on general balance sheet, p. 51)_		
Surplus on June 30, 1891 (for entry on general balance sheet, p. 51). Deficit on June 30, 1891 (for entry on general balance sheet, p. 49)		!
		1
	- 	

^{*}This deficit is carried into the income account of the Oregon Short Line and Utah Northern Railway Company.

[[]Note.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—Frank J. MILLER, clerk.]

*INCOME ACCOUNT.

[FOR ROADS NOT MAKING OPERATING REPORTS.]

		· · · · · · · · · · · · · · · · · · ·
Income from lease of road		
Income from other sources		
Total incomeDeficit		*********
Deductions from income— Salaries and maintenance of organization————————————————————————————————————		
Interest on funded debt accrued, page 23 Interest on interest-bearing current liabilities accrued, not otherwise provided for Rents, page 47, A		
Rents, page 47, A	1	
Utner deductions		
Total deductions from income Net income	1	_
DeficitDividendsper cent. common stock		
Dividends, per cent. preferred stockOther payments from net income		
Total		
Surplus from operations of year ending June 30, 1891		
Deficit on June 30, 1890 (from general balance sheet, 1890 report) Additions for year		
Deductions for year		
Surplus on June 30, 1891 (for entry on general balance sheet, p. 51)_Deficit on June 30, 1891 (for entry on general balance sheet, p. 49)		
	<u> </u>	<u> </u>

^{*} See report of Oregon Railway and Navigation Company.

[[]Note.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—Frank J. Miller, clerk.]

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Passenger— Passenger revenue——————————————————————————————————	\$ 1,296,547 93	8 '	
Less repayments—	!		
Tickets redeemed		44, 494, 50	
Excess fares refunded			
Other repayments		290 00	
Total deductions		\$ 44,990 77	
Madal massamen samanna	j		0 1 051 557 10
Total passenger revenue			\$ 1,251,557 16 182,391 65
Express			
Extra baggage and storage			24,969 50
Other items			
Total passenger earnings		!	8 1 484 650 70
Freight—	1	1	1
Freight revenue	\$ 4,215,818 65		
Less repayments—		104 008 67	
Overcharge to shippersOther repayments		124, 928 61 14, 336 18	
• •			; !
Total deductions		\$ 139, 2 64 79	
Total freight revenue			8 4 076 553 86
Stock yards			4 1,010, 1770 (x)
Elevators.	!		
Other items			
Total freight earnings			\$ 4,076,553 86
	t	1	
Total passenger and freight earnings		9	
Other earnings from operation— Car mileage, balance		!	
Switching charges, balance			
Telegraph companies	1	•	i 650-20
Rents from tracks, yards, and terminals, page 41.		************	0 800 50
Rents not otherwise provided forOther sources			2,866 56 1 41,238 83
		i	
Total other earnings			\$ 44,755 59
Total gross earnings from operation, entire			
line			\$ 5,605,960 15
Total gross earnings from operation, lines in			
Oregon, approximate		1	4, 203, 029 45

[Note.—Where reference is made in the above table to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—Frank J. MILLER, clerk.]

*STOCKS OWNED.

Name.	Total par value.	Rate.	Income or dividend received.	Valuation.
Total				

^{*}See report of Oregon Railway and Navigation Company.

*BONDS OWNED.

Name.	Total par value.	Rate.	Income or dividend received.	Valuation.
Total				

^{*}See report of Oregon Railway and Navigation Company.

RENTALS RECEIVED.

RENTS RECEIVED FROM LEASE OF TRACKS, YARDS, AND TERMINALS.

Designation of property.	Situation of property leased.	Name of company using property leased.	Item.	Total.
Tracks-				
Yards—				
Terminals—				

MISCELLANEOUS INCOME.

Rem.	Gross income.	Less expenses.	Net miscellaneous income.
Oregon Railway and Navigation Co. steamers.	\$ 1,457,098 42	\$ 1,551,274 36	\$ * 94, 175 94
Total	\$ 1,457,098 42	\$ 1,551,274 36	\$ *94,175 94

^{*}Deficit.

OPERATING EXPENSES.

[Apportionment between passenger and freight traffic is estimated according to the rule prescribed by the interstate commerce commission.]

Item.		Chargeabl ssenger tr				Total.
Maintenance of way and structures—					_ _ - _ _	
Repairs of roadway	- 5	186, 919		\$ 335,861 10	\$	
Renewals of rails	-	34,850		60, 286 75	1	95, 137 5
Renewals of ties	-	34,534		61,851 81		96, 386 2
Repairs of bridges and culverts	-	53, 578	76	98, 120 72		151,699 48
Repairs of fences, road-crossings, signs, and cat-	-	9 000	00	E 070 00		0.015.54
tle guards	-	3,039		5,278 28		8,317 50
Repairs of buildings	- !	31,416	23	58, 290 42	- }	89, 706 63
Repairs of docks and wharves	-	090	64	503 50	¦-	
Repairs of telegraph Other expenses	- -	200			-	793 1-
Total	- 8	844, 628	19	\$ 620, 192 58	- - \$	964, 820 7
Maintenance of equipment—					_	
Repairs and renewals of locomotives	- \$	76,413		9 204,384 12	8	
Repairs and renewals of passenger cars	-1	103, 754	01			103, 754 O
Repairs and renewals of freight cars	-			184,859 6 7	i	184, 859 6 7
Repairs and renewals of ferry-boats, tugs, floats,	•			i	i	
and bargesShop machinery, tools, etc	-	004		15 000 00	,-	~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~
Other expenses]	8, 384	40	15,060 60	_ l _	23,445 00
•	<u> </u>				- -	
Total	. \$	188,551	5 7	\$ 404,304 39	8	592,855 96
Conducting transportation—	ļ			ļ		
Wages of enginemen, firemen, and round-house		100 445	00		٦	000 451 50
men	- 🤻	106, 445		3 291, 705 86		
Fuel for locomotives	-	204, 280	94	630, 224 57		834,505 51
Water supply for locomotivesAll other supplies for locomotives	-	7,998		15, 108 19		23, 106 46
Wages of other trainmen	-	5, 643 73, 899	40 07	10,048 29		15,691 75
Wages of other trainmen All other train supplies	•	12,481		137,864 69 23,710 86		211,763 76 36,192 38
Wages of switchmen, flagmen and watchmen	-	21, 347		41,738 77	- 1	63,087 11
Expense of telegraph, including train dispatch-	-	21,017	01	1 41,100 11	- [00,007 11
ers and operators	1	31,756	91	59, 210 08	- 1	90,966-99
ers and operators		83, 375	91	154,489 88		237,864 79
Station supplies.	1	10,787	50	20, 467 62		31, 255 12
Switching charges, balance		280	60	561 67		842 27
Car mileage, balance	.	14, 121	58	*12, 121 63		1,999 95
Loss and damage	.	20, 382	94	65,563 58		85,946 52
Injuries to persons	.	12,596	08	25,017 30	1	37,613 38
Barges, floats, tugs, ferry-boats, expenses of, in	-				j	·
cluding wages, fuel, and supplies	-					
Other expenses	-				-	
Total	. 8	605, 398	01	\$ 1,463,589 73	_ ¦ -	2,068,987-74
General expenses—		14 804	CZ			44 100 4
Salaries of officers		14,786		\$ 27, 110 49		-
Salaries of clerks		15,623		29,405 14		45,028 59
General office expenses and supplies	-1	1,641		3,064 42		4,705 61
Agencies, including salaries and rent		22,77 8	90 90	41,519 86	- 1	64, 293 45
AdvertisingCommissions		19,814	30 77			19,814 30
	1	47, 305 5, 523	75	10,502 36	!	47, 305 77 16, 026 11
Insurance Expense of fast freight lines	-	0,020	10	10,002 30		10,020 11
Expense of traffic associations		420	17	975 49	-	1,395 66
Expense of stock yards and elevators						2, 700 U
Rents for tracks, yards, and terminals, page 47, B	3 i '	10,755	17	14,877 66		25,632 83
Rents not otherwise provided for	_ !	912	07	1,730 50		2,642 57
Legal expenses	-	4,721		8,844 70		13, 565-85
Stationery and printing	-	9, 153	73	17,011 74	-	26, 165 47
Other general expenses	-	1,422		3, 382 85		4,805 08
Total	. 8	154, 853	22	\$ 158, 425 21	8	313, 278 43

^{*}Surplus.
[Note.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—Frank J. Miller, clerk.]

OPERATING EXPENSES—CONTINUED.

[Apportionment between passenger and freight traffic is estimated according to the rule prescribed by the interstate commerce commission.]

Item.	Chargeable to passenger traffi	c. Chargeable to freight traffic.	Total.
Recapitulation of expenses— Maintenauce of way and structures Maintenance of equipment Conducting transportation General expenses	\$ 344,628 19 188,551 57 605,398 01 154,853 22	\$ 620, 192 58 404, 304 39 1, 463, 589 73 158, 425 21	\$ 964,820 77 592,855 96 2,068,987 74 313,278 43
Grand total Percentage of expenses to earnings, entire line	\$ 1,293,430 99	\$ 2,646,511 91	\$ 3,939,942 90 70.28
Operating expenses, Oregon (approximate)— Maintenance of way and structures Maintenance of equipment Conducting transportation General expenses	\$ 211,946 33 115,959 24 372,319 77 89,997 62	\$ 478, 168 48 311, 718 69 1, 128, 427 66 112, 577 16	\$ 690,114 81 427,677 93 1,500,747 43 202,574 78
Total Percentage of expenses to earnings for Oregon	\$ 790, 222 96	\$ 2,030,891 99	\$ 2,821,114 95 67.12

RENTALS PAID.

A.—RENTS PAID FOR LEASE OF ROAD.

Name of road.	Interest on bonds guaranteed,	Dividends on stocks guaranteed.	Cash.	Total.
Oregon Railway and Navigat'n Co. Northern Pacific Terminal Co.	\$ 1,072,893 27 107,915 07	\$ 1,440,000 00	\$ *122,610 00	\$ 2,635,503 27 107,915 07
Total rents, A	\$ 1,180,808 34	\$ 1,440,000 00	\$ 122,610 00	\$ 2,743,418 34

^{*}This amount represents sinking fund payments.

B.—RENTS PAID FOR LEASE OF OTHER PROPERTY.

Designation of property.	Situation of property leased.	Name of company owning property leased.	Item.	Total.
Tracks—				
Yards—				
Terminals—	Spokane Falls, Wash	Spokane Falls Union Depot		
	Albina, Or.	Company	\$ 22,353 51 3,279 32	
Grand total, B				\$ 25,632 83

SHEET.

GENERAL BALANCE

*COMPARATIVE

Oregon Short Line & Utah Northern Railway Co. (Lessee), 1891.

					-
Липе 30, 1891.	Decrease.				
icar ending June 30, 1891	Increase				
), 1891.	Total.				
June 30, 1891	Ilon				
	A PACIO.	Cost of Cost of Stocks Bonds Other F Lands owned Cash and current assets, page 28	<u>1</u> _2	Grand total	Capital stock, page 1/ Funded debt, page 23 Current Habilities, page 23 Accrued Interest on funded debt not yet payable Froutt and loss Grand total
), 1890.	Total.				
June 30, 1890.	Лем.				

[NOTE.--Where reference in the above table is made to a page, it directs attention to the page of the black report which the commission sent to the railroad company. Frank J. Miller, elerk] *See report of Oregon Railway and Navigation Company

THE YEAR. IMPORTANT CHANGES DURING

2. Decrease in mileage by line abandoned or line straight. All leases taken or surrendered. 5. All consolidations or All important financial changes (other than those above Here present statements as follows: 1. All extensions of road put in operation 2. Decrease in mileage beand, 3. All important physical changes (other than those above referred to). 4. All leases taken or surre referrations effected. 6. All new stocks issued 7. All new bonds issued. 8. All important financial referred to)

[Answers to these questions will be found in the report of the Oregon Railway and Navigation Company.]

4. None. 5. Northern Pacific Terminal Company; contract dated June 3, 1890. Northern Pacific Railroad Company; contract dated August 17, 1882. Union Pacific Railway Company; contract dated January 1, 1887. l existing contracts, agreements, arrangements, etc., with other companies or persons, Give the statement in the following order, viz.: 1. Express companies. 2. Mails. 3. ht or transportation companies or lines. Western Union Telegraph Company; contract dated October 6, 1880. None. Here give a concise statement of all existing contracts, age transportation of freight or passengers. Give the statement in the panies. 7. Telegraph companies. 8. Other contracts.

1. Pacific Express Company; contract dated May 1, 1886.

2. Rates fixed by postmaster-general.

8. Pullman Palace Car Company; contract dated May 1, 1884.

4. None.

5. Northern Parific Transfer. None.

AGREEMENTS,

CONTRACTS,

g PAGE DEBT FUNDED FOR *SECURITY

Olan of Land on obligation	What r	What road mortgaged.		Amount of	What	What income	What
cues y core or constant.	From—	-g	Miles.	mile of line.	mortgaged.	mortgaged.	mortgaged,
		•	1				
		1		\$ 1 6 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8			
Tota]							

and Navigation Company *See report of Oregon Railway

*EMPLOYÉS AND SALARIES.

Class.	Number.	Total number of days worked	Total yearly compensation.	Average daily com- pensation.
General officers		1		
General office clerks				
Station agents				
Other station men				
Enginemen				
Other station menEnginemenFiremen				
Conductors				
Other trainmen				
Machinists				
Carpenters				
Other shopmen				
Section foremen				
Other trackmen				
Switchmen, flagmen, and watchmen				
Telegraph operators and dispatchers				
Employés—account floating equipmentAll other employés and laborers				
All other employes and laborers.		,		
Total (including general officers)				
Less general officers				
m				
Total (excluding general officers)				
Distribution of above—				
General administration Maintenance of way and structures				
Maintenance of way and structures			! 	
Maintenance of equipment				
Conducting transportation				
Total (including ganger) afficam)				
Total (including general officers) Less general officers				
Ticos Reneigi amacis				
Total (excluding general officers)				
roter (exergering Reneral Afficers)				

^{*}Impossible to furnish the information called for.

PASSENGER AND FREIGHT, AND TRAIN MILEAGE-STATE OF OREGON.

Item.	Column for ton- nage, number passengers, num- ber trains, mileage, number cars.	
Descendent troffe		
Passenger traffic— Number of passengers carried earning revenue— Number of passengers carried one mile— Average distance carried———————————————————————————————————	221 610	8
Number of passengers carried one mile	38, 603, 643	Y
Average distance carried	174. 20	
Average amount received from each passengerAverage receipts per passenger per mile	•	4.23573
Average receipts per passenger per mile	[. 02432
Estimated cost of carrying each passenger one mile		. 02047
Total nassenger earnings, nage 35		1 11087 648 99
Passenger earnings per mile of road		2,038.59013
Passenger earnings per train-mile		1.97809
Freight traffic—	996 600	
Number of tons carried of freight earning revenue Number of tons carried one mile	100 000 646	
Number of tons carried one mile	1 100,000,010	1
Total freight revenue, page 35	20.12	3,090,764.88
Average amount received for each ton of freight		3 60443
Average receipts per ton per mile		3, 69443 . 01637
Estimated cost of carrying one ton one mile		.01075
Total freight earnings, page 55.		3,090,764.88
Total freight earnings, page 55		5, 793. 04796
Freight earnings per train-mile		2,58686
Passenger and freight—		1
Passenger and freight revenue, page 35		4,029,444.17
Passenger and freight revenue per mile of road		7, 552, 42286
Passenger and freight earnings, page 35		4, 178, 413. 87
Passenger and freight earnings per mile of road		7,831.63809
Gross earnings from operation, page 35		4, 203, 029, 45
Gross earnings from operation per infle of froad		7,877.77529
Expenses, page 45Expenses per mile of road	1	2,821,114.95 5,287.64071
Train mileage—		1 0, 201. 01011
Miles run by passenger trains	519,048	
Miles run by freight trains	1, 102, 395	
Miles run by mixed trains	123, 197	
Total mileage trains earning revenue	1,744,640	
*Miles run by switching trains Miles run by construction and other trains	400, 190	
Miles run by construction and other trains.	129,034	
a la del de la collège	0.050.004	
Grand total train mileage	2, 273, 864	
†Mileage of loaded freight cars—north or east †Mileage of loaded freight cars—south or west	8,968,247	
Mileage of empty freight cars—north or east	9, 246, 834 1, 650, 903	
Mileage of empty freight cars—north of east Mileage of empty freight cars—south or west	1,562,311	
Average number of freight cars in train	1,002,311	
†Average number of loaded cars in train	15	
Average number of empty cars in train	3	
Average number of tons of freight in train	154.08	
tAverage number of tons of freight in each loaded car	11 04	

^{*}Mileage of switching trains obtained by allowing eight miles per hour.
†Caboose treated as loaded.
†Caboose treated as empty.
[Note.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—Frank J. MILLER, clerk.]

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—ENTIRE LINE.

Item.	Column for ton- nage, number passengers, num- ber trains, mileage, number cars.	Column for revenue and rates.
Passenger traffic—		
Number of passengers carried earning revenue Number of passengers carried one mile Average distance carried Total passenger revenue	334,094	\$
Number of passengers carried one mile	47,006,634	
Average distance carried	140.70	
Total passenger revenue		1, 251, 557. 16
A varage amount received from each naccenger		1 X 74617
A verage receipts per passenger per mile		.02663
Estimated cost of carrying each passenger one mile		.02752
[Total passenger earnings, page 35]		1,484,650.70
A verage receipts per passenger per mile Estimated cost of carrying each passenger one mile [Total passenger earnings, page 35] Passenger earnings per mile of road Passenger earnings per train-mile	!	1,40 .49972
Passenger earnings per train-mile		1.67308
rreight trame—	1	
Number of tons carried of freight earning revenue	934,009	
Number of tons carried one mile	235, 206, 697	
Average distance haul of one ton Total freight revenue	251,83	
Total freight revenue		4, 076, 553, 86
Average amount received for each ton of freight.		4.36457
Average receipts per ton per mileEstimated cost of carrying one ton one mile	! 	4, 36457 , 01733
Estimated cost of carrying one ton one mile		1 01195
[Total freight earnings, page 35]		4,076,553.86
Freight earnings per mile of road		3,848.23790
[Total freight earnings, page 35] Freight earnings per mile of road Freight earnings per train-mile	 	2, 49139
Passenger and freight—		Į
Passenger and freight revenue		5,328,111.02
Passenger and freight revenue per mile of road		5,029,69898
Passenger and freight earnings		5,561,204.56
Passenger and freight earnings per mile of road		5, 249, 73762
Gross earnings from operationGross earnings from operation per mile of road		5, 605, 960, 15
Gross earnings from operation per mile of road		5, 291, 98658
Expenses per mile of road		3, 939, 942. 90
Expenses per mile of road		3,719.27813
Train mileage—		<u>,</u>
Miles run by passenger trains		
Miles run by freight trains		
Miles run by mixed trains	175, 997	
an , 9 45 , 4 h		ł
Total mileage trains earning revenue	2,523,671	
Miles run by switching trainsMiles run by construction and other trains	571,701	
Miles run by construction and other trains	184, 335	
		1
Grand total train mileage		
*Mileage of loaded freight cars—north or east		
*Mileage of loaded freight cars—south or west		
Mileage of empty freight cars—north or east		
Mileage of empty freight cars—south or west	2, 413, 631	
Average number of freight cars in train	17	
*Average number of loaded cars in train	13	
Average number of empty cars in train	4	~
Average number of tons of freight in train	139, 98	
†Average number of tons of freight in each loaded car	11.86	
	1	1

^{*}Caboose treated as loaded.

[†]Caboose treated as empty.
[Note.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—Frank J. MILLER, clerk.]

FREIGHT TRAFFIC MOVEMENT.

[COMPANY'S MATERIAL EXCLUDED.]

	Commodity.	Freight originating on this road.	Freight received from connecting roads and other carriers. (Whole tons.)	Total freight	tonnage.
		(Whole tons.)	Freight from ing r other (Who	Whole tons.	Per cent.
	Grain	260,331	17, 245	277,576	36. 22
	Flour		279	20, 885	2.66
Produc's of	Other mill products	4,672	1,799	6,471	.84
agriculture	{ Hay	7,988	636	8,624	1.12
est ionisate	Tobacco		15	26	
	Cotton				
	Fruit and vegetables	4,590	2,082	6,672	.87
	Live stock	18,744	8,815	27,559	3.60
D 3	Dressed meats	4,162	641	4,803	63
Products of	Other packing-house products	1,108	3,591	4,694	.61
animals.	Poultry, game, and fish	9,866	4,693	14,559	1.90
	Wool Hides and leather	6, 446 720	589 28	7,035 748	.92
	Anthracite coal		53	53	.01
	Bituminous coal	1,891	3,070	4,961	65
Products of	Coke		81	189	.03
mines.	Ores	34,061	317	34, 378	4.49
	Stone, sand, and other like articles		1, 198	15, 462	2,02
Products of forest.		138, 542	19,956	158, 498	20,68
101000	Petroleum and other oils	378		İ	.
	Sugar				
	Naval stores				. -
	Iron, pig and bloom	270	410	680	! .09
	Iron and steel rails	202	4,929	5, 131	67
Manufac-	Other castings and machinery	1,064	9,077	10, 141	1.32
tures.	Bar and sheet metal		2,646	3,336	. 43
	Cement, brick, and lime	12,042	4,221	16, 263	2.12
	Agricultural implements	604	3, 374	3,978	.52
	Wagons, carriages, tools, etc	207	2,496	2,703	.35
	Wines, liquors, and beers	498	2, 956	8,454	.46
Manahandia	Household goods and furniture	154	3,038	3, 192	.42
Merchandis	us—other commodities not men-	42, 262	29, 120	71,382	9.32
	086	13, 247	28, 377	41,624	5.43
Total	tonnage for Oregon	601,943	164, 287	766, 230	100.00
Total	onnage, entire line	694,857	167, 112	861,969	ŀ

DESCRIPTION OF EQUIPMENT.

Item.	Number added: during year.	Total number at end of year.	Equi	oped with train brake.	Equip auto	ment fitted with matic coupler.
	Numbe durin	Total at end	No.	Kind.	No.	Kind.
Locomotives— Passenger———————————————————————————————————	4 16	24 77 13	24 61	Westinghouse _ Westinghouse _		
Total locomotivesCars in passenger service—		114	85	Westinghouse _	ł	
First-class passenger cars Second-class passenger cars Combination passenger cars		!		Westinghouse _		
Emigrant cars Dining cars Parlor cars Sleeping cars						
Baggage, express, and postal cars Other cars in passenger service		28	28 3	Westinghouse _ Westinghouse _		Miller. Miller.
TotalCars in freight service— Box cars	700	67 2, 2 30	67 1,324	Westinghouse _ Westinghouse _	1	Miller.
Flat carsStock carsCoal cars	1 0 0 45	342 271 189	21 200	Westinghouse _ Westinghouse _		
Tank cars Refrigerator cars Other cars					!	
Total Cars in company's service— Gravel cars	800	3,032	1,545	Westinghouse -		
Derrick cars Caboose cars Other road cars	10	3 52 85	10	Westinghouse		
Total Cars contributed to fast freight line service	11	140	10	Westinghouse		
Total cars ownedCars leased	811	3, 239	1,622	Westinghouse _	67	Miller.
Grand total cars	811	3,239	1,622	Westinghouse	67	Miller.

^{*}Reduction.

MILEAGE. A.-MILEAGE OF BOAD OPERATED.

The African	Line repr capda	Line represented by capital stock.	Lene of		Line oper-	Line oper- aled under	Total mile-	New Itne	₽ Bo	Rotte.
200 AL 2007	Yatn ime.	Branches and spurs.	companies.	kose.	contract, etc.	trackage righte.	age operated	_~_	Iron.	Steel
							l	27.56	269.05	790.28
		<u> </u>								
	09.40	74 86					128.76			
Total mileage oper- ated (all tracks)	452.07	731.02		300000000000000000000000000000000000000			1, 185, 09	27.56	269.05	790,28
		BMILEAGE IMILEA	OF GROP	BY BY	STATES AND ROAD MAKING TO	FES AND TERRITORIES. MAEING THIS REPORT,	ORIES.			
	Line repr capita	Line represented by capital stock,	Line of	1—	Line oper-		Total mile-	Line oper-	A.	Posite
State or territory.	Main line.	Branches and spurs.	proprictary companies.		contract, etc.	during year.		trackage rights.	Iron.	Steel
Oregon Washington Idaho	402.67	130, 86 431, 81 99, 99				20.80	583, 58 431, 81 98, 99		201.02 201.03	468,49 280,18 91 61
Total mileage oper- ated (single track)	402, 67	656.66				27.56	1, 069.33		269.06	780,28
		п.—	II.—MILEAGE OW	OWNED BY ROAD	ID MAKING THIS	HIS REPORT				
	402.67	130.86 431.81 93.99			1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	20.89	683, 58 431, 81 98, 99		65.04 201 68	468, 49 220, 18 91, 61
Total mileage owned (single track)	402.67	999				27.56	1,059.88		269.05	790,28

Oregon Short Line & Utah Northern Railway Co. (Lessee), 1891.

	1	RENEWA]	ALS OF R.	RAILS AND	D TIES.			
New ralk	New rails laid during year.	ear.			New to	New thes laid during year	year	
Kind,	Tosa.	Weight per yard. (Pounds.)	Average price of distributing point.		Kind.		Number.	Average price al distributing point.
10000000000000000000000000000000000000	1,836.0919	23	89 88				2, 154 248, 027 41, 158	
<u> </u>	1,835 0019 5,380 1907	28	88 68 88 68	Total		4	7, 603	1 60
Total steel	5,390.1907	8	38 68					
	CONSI	CONSUMPTION	OF FUEL	BY	LOCOMOTIVES.	VES		
		Coal	Coal - Tons.	Wood - Corde.	Corde.	Total fred		Attende
- TAKARAMAK (BYA)		Anthrocite.	Вичтеноия.	Hard.	Soff.	connenced-	Aluca run.	per mile.
			40,979 00 124,183,35 15,801,00 4,646,25		1,547.18 1,543.62 26.62 20.03	41,843,88 125,239 10 15,832,09 4,649,59	2,147,284 671,701 147,250	91.25 116.19 55.88 83.88
Total Average cost at distributing point.	nt	* !	185,609.60		2, 182,51	187,064.61	8, 772, 318	99,18
							İ	

ACCIDENTS TO PERSONS.

				Empl	loyes.		-	
Kind of accident.	Train	nmen.	flagme	hmen, n, and hmen.		her loyes.	70	tai.
	Killed.	Injured.	Killed.	Injured.	Kuled.	Injured.	Killed.	Injured.
Coupling and uncouplingFalling from trains and engines	1	22 24	1	8 2	1	14	2	30 40
Overhead obstructions		î	•	-		1 14	. •	1
Collisions	2	7			1	4	8	11
Derailments.	2 5	9				1 1	5	10
Other train accidents—						•	"	16
Hot water escaping from engine		3				·		
Train parting and coming together		i						
Train parting and coming togetherSudden application of air brakes		$ar{2}$						
At highway crossings							•	
At stations						1	1	1
Other causes—						_	4	95
Fell from car		2				1		
Foot caught between drawheads	l	1]	
Struck by falling timberFell through bridge		2						l
Fell through bridge		1			1	3		
Struck by car.		j I		1			[
Handling freight							'	
Reversing engine		4						
Struck by falling coupling pin	ļ	1						
Knocked off car by switch target		2	1					
Fell on handle of coal pick		1					<u> </u>	
Foot caught in frog	!			1 1		1		
Handling material	!	!		2			l	
Caught between drawheads (not coupling) Fell into hot water						2		
Fell into hot water			ļ			2 2 2		
STRUCK DY TRAIN					1	2		
machinists injured by machinery and tools.		!				26	ļ _.	,
Struck by train					1	1 3		
Fell of hailding						3		
Pun over by hand our						1 1		
Violent emitabing of con	' 			[1		•
Fell off building				[i		
Runaway hand car				 		1		
Fell off velocinede						1 1		
Struck by falling rail	i	i	 	 		1		
AMAND AN TOTALLE TOTAL "								
Total	8	87	2	14	5	93	15	194

ACCIDENTS TO PERSONS—CONTINUED.

					OU	ers.		
Kind of accident.	Passe	ngers.	Trespe	ussing.		tres- sing.	To	lai.
	Killed.	Injured.	Küled.	Injured.	Kuled.	Infured.	Killed.	Injured.
Collisions Derailments Other train accidents—		29		1	<u>i</u>		1	1
Jumped from train Runaway car Violent switching		4 1 2						
At highway crossings At stations Other causes— Struck by engine	 1 	2				1		1
Fell off trainAsleep on track, run overStruck by train		10	1 8				1 3	
Stealing ride	2	48	4	<u>4</u> 5	1	2	5	4

Oregon Short Line & Utah Northern Railway Co. (Lessee), 1891.

	CHARACTERISTICS	TERI	STICS	OF	ROAD.	ا :ـ	į	.			}	
			Alignment	-1				Profile.				
Working divisions or branches.			(les.)	arti	, ——	Asoen	Ascending grades	45	Deace	Descending grades.	ndes.	_
	!	*890.	W) Чрв	py6	283 3	,	7	0		107	. Ou:	
		on can	le len (ine.	norbe i	iəvəi (прессое	nsi si nibm li h i) .		112092	asi si denson de	
From— To—	Miles.	npps.	pau pau	.कार्या विशेषक	gay o	.raden	n (of a	ן מפט	, rədən	n of d	OD j	_
		ядг	is is	r) IVI	r)	m _X	(ARS.	િ જો	n _N	rng	RO	_
	402.67	1,281	152.	250.51	56.14	98	7,026	206.67	810	4,967	140 %	-
	200 200 200 200 200 200 200 200 200 200	282	ష다	5 3 6 5 5 6		82	1,677	4.0	1	80	9	
	8 % 8 %	13.25	i e ci	84	12.57	25	1. 18. 18.	1,140	21	912	29, 16	
	24.4% 24.4%	£88	12,6% 17,55 81,78	5.8.8 5.8.8 5.8.8 5.8.8	수 수 원 등 왕 <u>각</u>	222	1,559	2,88 2,88 5,85	1000	435	18.09	
	182 1831	18	89.6	17.21	\$\$ \$\$	79-	88	4.4	13	198	11.52	
		#		200		1	1					_
	ı I				i		İ		Ī		***************************************	-
Total	1,069.83		*							*		
												_

			BRI	BRIDGES,	TRESTLES,		TUNNELS, ETC.		
	Ren.	N _e	Number.	Aggregate (engly, (Feet)	Minimum length. (Feel.)	Maximum length. (Fed.)	Лет.	Рътдет,	Hetohl of lowest above surface of rail. (Feet)
		4 =	r-8	8, 794 10, 208 200	175	1,235	Total	5 6	18
			1,338	14, 202 172, 473 2, 581	16	3, 290	Overhead raliway grossings—	4	18
								(2) (2)	17.06
GUAGE	OF TRACK-	- Pour feet el	ght and	d one-ball	Inobes, 1,04	1,98 miles; th	TRACK - Four feet eight and one-half inches, 1,045.98 miles; three feet, 13.40 miles.		
	:		¥.	A.—OWNED	TELE BY COMPAN	TELEGIRAPH.	THIS REPORT.		
Men of Han		Operated by this company	this co	мраву			Operated by another company		
Artes of this.	THE PARTY OF THE P	Miles of line.		Miles of wire	Hiles of line.	Miles of wire.	Лате об ореганя сопрану.	·Aupdi	,
	1,889.70			889.10					
Ä	BOWNED BY	r ANOTHER	i I	COMPANY, B	BUT LOCATED	NO	PROPERTY OF ROAD MAKING THIS	REPORT.	4
Miles of time.	Miles of wire.		Non	Name of owner.			Name of operating company.		
1,041.70	1,486.60	Western Union Telegraph Western Union Telegraph	ion Tel		Company	Western Union Pa	Western Union Telegraph Company. Union Pacific Railway Co. and Western Union Telegraph Co. jointly.	Telegraph	Co. Jointly.

CAR MILEAGE.

State below all individuals, cooperative fast freight lines, and stock companies to which the company making this report pays mileage for the use of cars.

Burton Stock Car.
Keystone Palace Horse Car.
St. Charles Car Company.
C. B. Havens & Co.
Jacob Dold.
Omaha Packing Company.
Armour Refrigerator Company.

OATH.

STATE OF NEW YORK, County of New York. \} ss.

We, the undersigned, Sidney Dillon, President, and Oliver W. Mink, Comptroller, of the Oregon Short Line and Utah Northern Railway Company, as lessees, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, or have caused the same to be examined, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made; excepting always such statements as have been made in accordance with rules prescribed by the Railroad Commissioners of Oregon, the accuracy of which the company neither admits nor denies.

SIDNEY DILLON,
President.

OLIVER W. MINK, Comptroller.

Subscribed and sworn to before me this 9th day of February, 1892. EDWARD CANFIELD,

[SEAL.]

Notary public, New York county, New York.

REPORT

OF THE

OREGON RAILWAY AND NAVIGATION COMPANY.

For the year ending June 30, 1891.

HISTORY.

- 1. Name of common carrier making this report? Oregon Rail-way and Navigation Company.
 - 2. Date of organization? June 13, 1879.
- 3. Under laws of what government, state, or territory organized? [If more than one, name all; give reference to each statute and all amendments thereof.] State of Oregon.
- 4. If a consolidated company, name the constituent companies. [Give reference to charters of each, and all amendments of same.] Not a consolidated company.
- 5. Date and authority for each consolidation. Not a consolidated company.
- 6. If a reörganized company, give name of original corporation, and refer to laws under which it was organized. Not a reörganized company.
- 7. [For companies not making operating reports.] What carrier operates the road of this company? Oregon Short Line and Utah Northern Railway Company.

ORGANIZATION.

Names of directors.	Postoffice address.	Date of expiration of term.
Sidney Dillon. F. L. Ames. W. B. Gilbert. B. Campbell. W. W. Cotton. Chas. B. Fosdick. Jay Gould. Russell Sage. E. McNeill. Zera Snow. H. R. Reed. F. G. Wheeler. D. P. Thompson.	New York City, New York Boston, Massachusetts Portland, Oregon Portland, Oregon New York City, New York New York City, New York New York City, New York Portland, Oregon Portland, Oregon Boston, Massachusetts Portland, Oregon Portland, Oregon Portland, Oregon	June 14, 1892.

Total number of stockholders at date of last election? One thousand one hundred and eleven. Date of last meeting of stockholders for election of directors? June 15, 1891. Give postoffice address of general office. Boston, Massachusetts. Give postoffice address of operating office. Omaha, Nebraska.

OFFICERS.

Title.	Name.	Location of office.
Chairman of the board		
President	Sidney Dillon	New York, N. Y.
First vice-president Second vice-president	S. H. H. Clark	Omaha, Neb.
Becond vice-president	D. P. Thompson	Portland, Or.
Third vice-president	***************************************	
Secretary	W. W. Cotton	Portland. Or.
Treasurer	James G. Harris	Boston, Mass.
General colicitor		,
Attorney or general counsel.		
Attorney or general counsel	Oliver W. Mink	Boston, Mass.
Assistant comptroller		
Auditor	Erastus Young	Omaha. Neb.
Assistant auditor		
Assistant auditor General manager		
Assistant general manager		
Assistant general managerChief engineer		
General superintendent Assistant general superintendent Division superintendent		
Assistant general superintendent		
Division superintendent		
Division superintendent		
Division superintendent		
Superintendent of telegraph		
Traffic manager		
Assistant traffic manager		
General freight agent		
General freight agent Assistant general freight agent		
General nassenger agent		
Assistant concret nessencer acent		
General passenger agent Assistant general passenger agent General ticket agent Assistant general ticket agent		
Actistant concret ticket ecent		·
General haccage acent		
General baggage agent		
Superintendent of expressLand commissioner		
MANA AAMIMISSIANAL		

^{*}Managed by Union Pacific officials on the line.

OPERATION.

FOR

Oregon Railway and Navigation Company, 1891.

FOR ROADS NOT MAKING OPERATING REPORTS]

PROPERTY LEASED OR OTHERWISE ASSIGNED

Name of railroad the income of which from lease, or from other assignment for operation, is included in the income account, page 53.

of thre.	Miles	402 250.56 45.34 13.38 13.38 13.38 13.38 13.38 13.40 14.40 14.40 14.40 14.40 14.40 14.40 14.40 14.40 14.40 14.40 1
what kind contract	Under of a open	Lease Lease Lease Lease Lease Lease Lease Lease Lease Lease Lease Lease Lease Lease
By what company operated.		Oregon Short Line & Utah Nor. Ry. Co.
crminals.		Huntington. Moscow Seltice
Term	-Вош	
Name.		Oregon Railway & Navigation Co. Colfar Vinona Junction

Give here a full explanation of the contract existing between road (or roads) and the company by which it is operated. See report for June 30, 1889.

[Note.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—Frank J Miller, clerk].

CAPITAL STOCK.

3

Part of the State	Number of	Per value of	Total var robse	Total amount	Dividends declared during year.	l during year.	
LAZBOTE, MIGHT.	duthorized.	shares.	thares. authorized.	standing.	Rale.	Junoup.	
Capital stock— Common Preferred	240,000	\$ 100 00	\$ 24,000,000 00 \$ 24,000,000 00		6 per cant.	\$ 1,440,000 00	•
	240,000	\$ 100 00	\$ 24,000,000 00 \$ 24,000,000 00	1	6 per cent. \$ 1,440,000	\$ 1,440,000 00	
Manner of payment for capital stock.	Aumber of shares issued during year.	Cush realized on am't issued during pear.	Intal number of Total cash real- shares issued.	Total cush real- teed.	Remarks.		
Issued for cash— Common.——————————————————————————————————	***************************************			\$ 24,000,000 00			
Issued for redreshingships.		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1					
		II					
Total							
1 !!!!	1	1		-		!	

MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

MORTGAGE BONDS,

FUNDED DEBT.

Oregon Railway and Navigation Company, 1891.

*The original issue was \$5,000,000, and by the terms of the mortgage the full amount of 64 is payable on the gross issue, the difference between interest on the amount outstanding and the amount issued being used as a sinking fund for the retirement of the bonds.

EQUIPMENT TRUST OBLIGATIONS.

A.—GENERAL STATEMENT.

Series or other designation.	Date of timese.	Делия.	Number of pay- ments.	Equipment covered.	Remarks.

			:		

*FUNDED DEBT.—Continued. Equipment trust obligations.

B.—STATEMENT OF AMOUNT.

Oregon Railway and Navigation Company, 1891.

	Cash paid on	Deferred payments—principal	ents principal		Deferred 1	Deferred payments — interest.	rest.	
Series or other designation.	acavery of equipment.	Original amount.	Amount outstanding.	Original amound.	Amount outstanding.	Amount Am't accrued outstanding. during year.	Am't paid during year.	Rale.
			1 :					
		9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	6 2 8 9 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1				
Total Miscellaneous obligations," p. 19								
Total "miscel. obligations".						1		

RECAPITULATION OF FUNDED DEBT.

		Amount	Inte	Interest.	
Ctass of acot.	Amount testued.	outstanding.	Amount accrued during year.	Amo	Amount paid during year.
Mortgage bonds, page 19	\$ 21,421,000 00	\$ 20,550,000 00	\$ 1,127,518 47	•	\$ 1,107,825 00
Total	\$ 21,421,000 00	\$ 20,550,000 00	\$ 1,127,818 47	•	\$ 1,107,825 00

ie above tables is made to a page, it directs attention to the page of the blank report which the commission tank J. Miller, clerk.] [Note.—Where reference in the sent to the railroad company.—Fr

RECEIVER'S CERTIFICATES.

		•	gr.	Principal.		Interest.	
Dale insued.	Amount toned.	Amount outstanding.	Amount paid during year.	smount sunded smount accrued or otherwise during year.	Amount accrued during year.	Amount paid during year.	Rate
Total							
	CURRENT	ASSETS	ASSETS AND LIABILITIES.	BILITIES.	'		
							i

1891.	2, 687, 667 21 363, 604 50 296, 054 40 2, 000 00 2, 000 00	
Current Habilities accrued to and including June 30, 1891.	Receiver's certificates Loans and bills payable Audited vouchers and accounts Wages and salaries Net traffic balances due to other companies Dividends not called for Matured interest coupons unpaid (including coupons due July 1) Rentals due July 1 Rentals due July 1 Mircellaneius Called bonds Total Total	
Cash and current assets available for payment of current liabilities.	Cash Bills receivable Bills receivable Due from agents Net traffic balances due from other companies 1, 493, 551 28 1, 515, 884 33 Total	

*Materials and supplies on hand, \$390,352 57 (value of material and supplies turned over to the Oregon Short Line and Utah Northern Rail: way Company, lessee, January 1, 1887).

[See general balance sheet, page 49.]

RECAPITULATION.

A .- FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Oregon Railway and Navigation Company, 1891.

1	Acronstat.		
Amount per mile of road.	Атонис.	\$ 22,655 88 19,899 05	\$ 42,054.88
Amount p	Miles.	1,069,33	1,050.33
Apportionment.	To railroads. To other proper-	1,069.33 \$ 22,655.83 1,069.88 19,899.05	
Apporti	To ratiroads.	0,000 00	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
Total cuonent	onizanding.	20,55	\$ 44,550,000 00
	ACCUANC	Capital st Bonds, pa Equipmen	Total

B.-FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT, PAGE 31.

_			
•	Amount per mile of road. Hiles. Amount.	,183.09 8 89,190.49	\$ 39,190 49
	Amount p	1,188.09	1,183 09
	Total.	\$ 20,550,000 00 \$ 1,815,884 38 \$ 46,765,884 83 1,188.09 \$ 89,190 49	\$ 46,865,884 93
	Current Hubalities.	\$ 1,815,884 38	. \$ 1,815,894 \$8
	Funded debt.	i i >	\$ 20,550,000 00
1	Capital stock.	\$ 24,000,000 00	\$ 24,000,000 00
1	Name of road.	Oregon Railway & Navigation Co. \$ 24,000,000 00	Total

[Notz....Where reference in the above tables is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—Frank J Miller, clerk]

Oregon	нашчау	ana	Navigation	company,	1891.

COST OF ROAD, E	EQUIPMENT,	AND	PERMANENT	1	IMPROVEMENTS.		
	Erp	Expenditures during year.	rear.				
Ifen		Not included in operating expenses	оститя стренее	Total cost	Total cost	Cost ner mile.	
	included in operating expenses.	Charged to income account as permanent improvements.	Charged to construction or equipment.	June 30, 1890.	June 30, 1991		
Panetan							
			1, 786 60 25, 159 56				
			26,801 78				
			45, 659 99		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	***************************************	
			8,716 28	+ 1	***************************************		
			11, 696 18				
		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	20,286 46			441444444444444444444444444444444444444	
	400044000000000000000000000000000000000		***************************************		411111111111111111111111111111111111111		
Other frems.	4 4444 6 444 4 444 4 4 4 4 4 4 4 4 4 4	4	15, 260 28				_
Total construction		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	\$ 142,904.50				
			223, 365 06 14, 840 18				
CATBeer sensesses			486, 848 04				_
			228, 582, 94 45, 474, 76				
Floating equipment					77		_
Total equipment			996,056,00				
Grand total cost construction, equipment, etc.			\$ 1,140,960 50 625,175 78	\$ 36,166,611 05	\$ 86, 296, 571 55	94,268 79	

INCOME ACCOUNT.

[FOR BOADS NOT MAKING OPERATING REPORTS.]

	1	
Income from lease of road	\$	\$ 2,634,446,18
Dividends on stocks owned, page 37	V	2,001,110 10
Interest on bonds owned, page 39		
Miscellaneous income, less expenses, page 41	1 000 90	
MINCELIARICORIS LITCORIC, ICES CAPCHESOS, PARO 31	1,009 39	
Yes a reason of the second of		1 000 00
Income from other sources		1,009 39
	Į i	0 000 100
Total income		3 2,635,455 52
Deficit		
Deductions from income—	1	
'Salaries and maintenance of organization	8, 154 72	
Interest on funded debt accrued, page 23	1.077.118 47	
Salaries and maintenance of organization Interest on funded debt accrued, page 23 Interest on interest-bearing current liabilities accrued, not other-	1	
wise provided for	, 	
Rents, page 47, A	;	
Taxes		
Darmanant Improvements need 90		
Permanent improvements, page 29 Other deductions	01 701 00	
Viner deductions	91,781 09	
Sinking fund payments.	108,960 00	
Total deductions from income		1, 286, 014 28
•		
Net income		\$ 1,349,441 24
Deficit		
Dividends, 64. common stock	1 . 440 . 000 00	
Dividends, _\$, preferred stock		
Other payments from net income		
puj		
Total	j	1,440,000 00
1 A M 1 4 5 4 5 4 5 4 5 4 5 4 5 4 5 4 5 4 5 4		1,110,000 00
Surplus from operations of year ending June 30, 1891		
Deficit from apprentiant of many anding lune 20, 1031		00 559 76
Deficit from operations of year ending June 30, 1891 Surplus on June 30, 1890 (from general balance sheet, 1890 report)		400.055.10
Defeit on June 30, 1990 (from general balance aneet, 1990 report)		420,000 19
Deficit on June 30, 1890 (from general balance sheet, 1890 report)		
A 5 30.1	i	
Additions for year		
Deductions for year		
	j	
Surplus on June 30, 1891 (for entry on general balance sheet, p. 51)_		\$ 329,496 43
Deficit on June 30, 1891 (for entry on general balance sheet, p. 49)		

[[]Note.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—Frank J. MILLER, clerk.]

38			RE	PO	RT O	F I	RA1	L	304	AD	(юм	(M)	[88]	ON	ERS			_		
		•	Oregon	Ra	ilwa	y a	nd	N	av	ig	at	ion	O	om	pa	ny,	189	1.			
		Cost per mile.						***********	***************************************							1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1					84, 268 79
IMPROVEMENTS.		Total cost	June 30, 1891.									***************************************		1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0							\$ 86,296,571 56
- 1		Total cost	June 30, 1890.					4444444444			************							***************************************			\$ 35, 165, 611 05
PERMANENT	year.	Not included in operating expenses	Charged to construction or conspinent.		1,786 60 25,159 56	26, 801 78		45, 659 99	8,716-28		11,696 18	20,285.46		15, 250 28	\$ 142,904.50	223, 865 06 14, 840 18	485,848 04	228, 582 94 45, 474 74		\$ 998, 056 00	\$ 1,140,960 50 625,176 78
AND	Expenditures during year.	Not included in o	Charged to facome account as permanent improvements.					******		***************************************							******************				
EQUIPMENT,	Espe		menden in operating expenses.				0 1	1 0 1 0 0 0 0 0 0 0													
ROAD, E																					ulpment, etc
OF				Í !																	lon, eq
COST		Hen		Construction																Total equipment	Grand total cost construction, equipment, etc

INCOME ACCOUNT.

[FOR ROADS NOT MAKING OPERATING REPORTS.]

	1	1
Income from lease of road	\$	2 684, 446 18
Dividends on stocks owned, page 37		
Interest on bonds owned, page 39		
Interest on bonds owned, page 39 Miscellaneous income, less expenses, page 41	1,009 39	
armonimization managed to a serious se		
Income from other sources		1,009 39
2WAAWA 11AW A4WA MAMAAAA 1000 0000 1000 1000 1000 1000		2,000 00
Total income	1 1	2 685 455 52
Deficit		2,000,300 02
Deductions from income—		********
* Salaries and maintenance of organization	8 154 79	
Salaries and maintenance of organization	1 077 118 47	
Interest on interest-bearing current liabilities accrued, not other-	1,077,110 47	
miss provided for	1	
wise provided forRents, page 47, A	1	
Towns		
Taxes		
Permanent improvements, page 29	01 701 00	*******
Other deductions	100 000 00	
Sinking fund payments	100,900 00	
Matal deductions from Income		1 000 014 00
Total deductions from income		1,286,014 28
Not income	I	1 040 441 04
Net income		1,849,441 24
Deficit	440 000 00	
Dividends, 6%, common stock	1,440,000 00	
Dividends, , preferred stock		
· Other payments from net income		*******
Mr. A. S		4 440 000 00
Total		1,440,000 00
C	ĺ	
Surplus from operations of year ending June 30, 1891		
Dencit from operations of year ending June 30, 1891		90,558 76
Deficit from operations of year ending June 30, 1891 Surplus on June 30, 1890 (from general balance sheet, 1890 report) Deficit on June 30, 1890 (from general balance sheet, 1890 report)		420,055 19
Deficit on June 30, 1890 (from general balance sheet, 1890 report)	!	
	ľ	
Additions for year		
Deductions for year		
	1	
Surplus on June 30, 1891 (for entry on general balance sheet, p. 51)_	*********	329,496 43
Deficit on June 30, 1891 (for entry on general balance sheet, p. 49)		
	1	
		

[[]Note.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—Frank J. MILLER, clerk.]

STOCKS OWNED.

Name.	Total par value.	Rate.	Income or dividend received.	Valuation.
Washington and Idaho Railroad Co Oregon Railway Extensions Company Washington Dalles Railroad Company Cascades Railroad Company Walla Walla and Columbia River R. R. Co. Mill Creek Flume and Manufacturing Co. Columbia and Palouse Kailroad Company, bonds and stock	50,000 00 150,000 00 700,000 00 200,000 00			\$ 461,640 00 200,000 00 1,500 00 150,000 00 631,350 00 165,750 00 *2,489,520 00
Total	\$ 8,237,200 00			\$ 4,099,760 00

^{*}The valuation as between the bonds and stock cannot be shown. The par value of the bonds is \$2,829,000, and of the stock \$1,000,000.

BONDS OWNED.

Name.	Total par value.	Rate.	Income or dividend received.	Valuation.
Willamette Trans. and Locks Co	\$ 350,000 00 4,060,000 00 1,511,580 00	4%	\$ *21,000 00	\$ 474,045 63 †3,581,038 69 †1,264,485 31
Total	\$ 5,921,580 00		\$ *21,000 00	8 5, 319, 569 63

^{*}This income was received by the Oregon Short Line and Utah Northern Railway Co., lessee.

MISCELLANEOUS INCOME.

Ilem.	Gross income.	Less expenses.	Net miscellaneous income.
Miscellaneous interest			\$ 1,009 39
Total			\$ 1,009 39

[†]These bonds are placed in trust to secure this company's collateral trust bonds.

Oregon Railway and Navigation Company, 1891.

	Fear ending June 30, 1891.	Decrease.	821,616 24	56, 211.78		80, 668.78	
	Year ending	Increase.	\$ 1,110,960 50 18,750 00 976,064 00	25,886 18	\$ 1,785,929 71	1, 680, 895 17 1, 689, 895 17 1, 688 30	\$ 1,788,929.71
	June 20, 1891.	Total.	\$ 36, 296, 571 65 4, 099, 760 00 474, 045 68 1, 000, 522 89 4, 845, 524 00 637, 866 07	890,852 57 25,885 18	\$ 47,770,529 89	\$ 24,000,000 00 20,550,000 00 1,815,884 38 106,629 18 10,000 00 829,496 48 866,520 00	\$ 47, 770, 529 89
1	June	Ilem.					
				Other assets— **Materials and supplies. Slaking fund Sundries. Profit and loss.	Grand total	Capital stock, page 17. Funded debt, page 22. Gurrent Babilities, page 23. Accrued interest on funded debt not yet payable Accrued sinking fund not yet payable Profit and loss. Income used for sinking fund.	Grand total
	Just 20, 1890.	Total.	\$ 35, 155, 611 06 4, 061, 010 00 474, 045 58 1, 522, 041 13 8, 869, 460 00 687, 866 07	446,564.80	\$ 45, 386, 600 18	# 24,000,000 00 20,867,000 00 224,999 16 106,995 83 10,000 00 420,065 19 847,560 00	\$ 45,986,600 18
	June 3	Rem.			4		

COMPARATIVE GENERAL BALANCE SHEET.

* See note on page 36.
[Note.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company —Frank J. Miller, clerk.]

Oregon Railway and Navigation Company, 1891.

	SEC	SECURITY FOR FUN	R FU		DED DEBT-PAGE 23.	AGE 23.	
	What	What road mortgaged.		Amount of	What	What	
cuts y water or waymen.	From-	Te-	Miles.	morigage per mile of line.	mortgaged.	mortgaged.	n nat occortices moriginged.
First mortgage bonds	Portland Willows Jct. Bolles. Starbuck Umatilla Pendleton	Huntington Heppner Dayton Pomeroy Wallula Blue Mountain	402.67 45.34 13.33 30.00 27.49 12.79	Not speci- All fled.	All	All	As specified in schedule annexe to mortgage.
Consolidated m'tgage bonds All	Walla Walla	La Crosse	1,059.33	\$ 25,000 00	A11	A11	As specified in indenture. \$4,060,000 Wash. & Id. R. R. Co. bonds. \$1,511,580 Or. Ry. Ext. Co. bonds.

IMPORTANT CHANGES DURING THE YEAR.

1. All extensions of road put in operation.

27.56 miles were constructed and put in operation during the year.

The mileage from East Portland to Albina was omitted from last year's report.

2. Decrease in mileage by line abandoned or line straightened.

The difference in the mileage as reported this year and last which is not accounted for by the above changes is due to rechaining.

3. All important physical changes (other than those above referred to).

None.

All leases taken or surrendered.

None.

5. All consolidations or reorganizations effected.

None.

6. All new stocks issued.

None.

7. All new bonds issued.

The funded debt has been increased during the year by \$183,000, as follows:

Consolidated mortgage bonds issued ________\$276,000 00 Collateral trust bonds issued ________ 29,000 00—\$305,000 00 Decrease-First mortgage bonds cancelled 122,000 00 Net increase \$183,000 00

8. All important financial changes (other than those above referred to).

\$122,000 first mortgage bonds were called in and cancelled during the year under the operations of the sinking fund.

\$276,000 consolidated mortgage bonds were issued during the year in payment of betterments

and equipment.

\$29,000 collateral trust bonds were issued during the year in payment of construction.

This company received during the year \$760,500 Washington and Idaho Railroad Company and \$459,580 Oregon Railway Extensions Company first mortgage bonds in payment of construction of those companies' roads. All of these bonds, with the exception of \$187.500 Washington and Idaho Railroad Company bonds, have been placed in trust to secure collateral trust bonds of this com-

This company received during the year \$18,750 in Washington and Idaho Railroad Company

stock in payment of construction.

OATH.

STATE OF NEW YORK, County of New York.

We, the undersigned, Sidney Dillon, President, and Oliver W. Mink, Comptroller, of the Oregon Railway and Navigation Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, or have caused the same to be examined, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made; excepting always such statements as have been made in accordance with rules prescribed by the Railroad Commissioners of Oregon, the accuracy of which the company neither admits nor denies.

SIDNEY DILLON. President. OLIVER W. MINK, Comptroller.

Subscribed and sworn to before me this 9th day of February, 1892. EDWARD CANFIELD, Notary public, New York county, New York.

[SEAL,]

REPORT

OF THE

OREGON AND CALIFORNIA RAILROAD COMPANY.

(SOUTHERN PACIFIC COMPANY, LESSEE.)

For the year ending June 30, 1891.

HISTORY.

- 1. Name of common carrier making this report? Oregon and California Railroad Company.
 - 2. Date of organization? March 17, 1870.
- 3. Under laws of what government, state, or territory organized? [If more than one, name all; give reference to each statute and all amendments thereof.] State of Oregon.
- 4. If a consolidated company, name the constituent companies. [Give reference to charters of each, and all amendments of same.] Oregon Central Railroad Company of Salem, incorporated April 22, 1867; Oregon Central Railroad Company, incorporated November 21, 1866; Western Oregon Railroad Company, incorporated January 27, 1879; Albany and Lebanon Railroad Company, incorporated February 28, 1880; Oregonian Railroad Company, incorporated April 16, 1890. All incorporated under the laws of the state of Oregon.
- 5. Date and authority for each consolidation. Oregon Central Railroad Company of Salem, consolidated March 29, 1870; Oregon Central Railroad Company, consolidated September 1, 1880; Western Oregon Railroad Company, consolidated October 9, 1880; Albany and Lebanon Railroad Company, consolidated May 6, 1881; Oregonian Railroad Company (purchase of East Side line), December 4, 1890. Authority: General incorporation laws of the state of Oregon; resolutions of the board of directors and stockholders of each company.
- 6. If a reörganized company, give name of original corporation, and refer to laws under which it was organized. Reörganized under the old corporate name May 24, 1881. The original capital stock

was extinguished, first mortgage bonds converted into preferred stock, unpaid interest converted into common stock.

7. [For companies not making operating reports.] What carrier operates the road of this company? Southern Pacific Company.

ORGANIZATION.

Names of directors.	Postoffice address.	Date of expiration of term.
E. H. Pardee C. P. Huntington Chas. F. Crocker W. V. Huntington Timothy Hopkins R. Koehler Donald Macleay John McCraken R. P. Earhart W. W. Bretherton Geo. H. Andrews	San Francisco, California San Francisco, California San Francisco, California Portland, Oregon	April, 1892.

Total number of stockholders at date of last election? Eighteen.

Date of last meeting of stockholders for election of directors? April 14, 1891.

Give postoffice address of general office. Portland, Oregon.

Give postoffice address of operating office. San Francisco, California.

OFFICERS.

Tille.	Name.	Location of office.
Chairman of the board	∫ President, or in his absence }	I
	{ vice of Second vice-1 lesign)	
President		New York, N. Y.
First vice-president	C. P. Huntington	New York, N. Y.
Second vice-president and manager		Portland, Or.
Third vice-president	Geo. H. Andrews	
Secretary		Portland, Or.
reasurer	- Timothy Hopkins	San Francisco, Cal
Assistant treasurer	F. G. Ewald	
General solicitor	- Creed Haymond	San Francisco, Cal
Attorney or general counsel		
Comptroller	G. L. Lansing	San Francisco, Cal
Assistant comptroller		
Auditor	_ E. C. Wright	San Francisco, Cal
Assistant auditor		 ***** *****************
Assistant auditorGeneral manager	A. N. Towne	San Francisco, Cal
Assistant general manager	* ********************	*
Chief engineer	Wm. Hood	San Francisco, Cal
Assistant general manager Chief engineer Superintendent Assistant general superintendent	L. R. Fields	Portland, Or.
Assistant general superintendent Division superintendent		
Division superintendent		
Division superintendent	_ f	
Superintendent of telegraph		
Superintendent of telegraph Traffic manager	Richard Gray	San Francisco, Cal
Assistant trame manager		
deneral reight agent	-1 C. F. Smurr	San Francisco, Cal
Assistant general freight agent	E. P. Rogers	Portland, Or.
General passenger agent	I T. H. Goodman	San Francisco, Cal
Assistant general passenger agent	I E P Rogers	Portland ()r.
General ticket agent		
General ticket agent Assistant general ticket agent General baggage agent		
AAMAM COKKUNE MAGUL	1	
Superintendent of express Land commissioner		
Land commissioner	W H Mille	San Francisco, Cal

PROPERTY OPERATED.

[FOR BOADS MAKING OPERATING REPORTS.]

In giving roads, observe the following classification and order:

- 1. Railroad line represented by capital stock:
 - (a) Main line.(b) Branches and spurs.
- 2. Proprietary companies whose entire capital stock is owned by this company.
- Line operated under lease for specified sum.
 Line operated under contract, or where the rental is contingent upon earnings or other considerations.
- 5. Line operated under trackage rights.

Name of every railroad the operations of which are included in the income account, page 31.

Name.	Term	rinals.	line for h road ned.	ine for class
	From—	То—	Miles each nam	Kiles each of 1
(Portland Portland	Cal. State Line	366.80 96.50)	366 . 80
(b) Oregon and California Railroad _{	Albany Junction Woodburn	Lebanon Coburg	11.50 79.80	187.80
Total mileage operated	•••••••••••••••••			554.60

On December 5, 1890, the Oregon and California Railroad Company purchased from the Oregonian Railroad Company the line from Woodburn to Coburg, 79.80 miles, and the operations of it are included in this report from that date.

[[]Note.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—Frank J. MILLER, clerk.]

Southern Pacific Company [Lease 11.55]	Southern Pacific Company

Name of railroad the income of which from lease, or from other antignment for operation, is included in the income account, page 33.

[POR BOADS NOT MAKING OPERATING REPORTS.]

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

[Norg.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—Frank J. Miller, clerk].

Oregon and California Railroad Company. 1891.

Description.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount loved and out- standing.	Dividends derlared during year. Rate. Amount.	tring year. Amount.
Capital stock— Common Preferred	70,000	-	\$ 7, 900, 000 00 12, 000, 000 00	\$ 7,000,000 00 12,000,000 00		
]	190,000	\$ 100.00	\$ 19,000,000 00 (\$ 19,000,000 00	\$ 19,000,000 00		
Manner of payment for capital stock.	Number of shares traved during year.	Out realized on ant't issued during year.	1	Dial number of Total cash real- shares tomed.	Remarks	
Common Preferred	# 1	0 I				
Preferred *Leaved for recircular						
			70,000 120,000	\$ 7,000,000 00 12,000,000 00		
			• • • • • • • • • • • • • • • • • • • •			
Total		***************************************	180,000	\$ 19,000,000 00		

*Rebrganization was effected in May, 1881, when bondholders became stockholders upon surrender of bonds; common stock was issued for unpaid interest. Preferred stock was lamed for bond principal.

FUNDED DEBT.

BONDS.

AND INCOME

OBLIGATIONS,

MISCELLANEOUS

MORTGAGE BONDS,

Oregon and California Railroad Company, 1891.

	Am'l paid during year.	706, 850 00	706, 850 00
Interest.	Amount accrued during year.	755,472 77 \$	755, 472 77 8
	When payable.	Jan., July S	
	Rate.	% &	
Cash real	amount issued.	•	
Amount outstanding.		\$16, 563, 000 82, 000	\$16,645,000
Amount issued.		\$16, 563, 000 9, 020, 000	\$29, 020, 000 \$25, 583, 000 \$16,
Amount of authorized issue.		July, 1887 July, 1927 \$20,000,000 June, 1881 July, 1921 9,020,000	\$29,020,000
me.	When due.	July, 1927 July, 1921	
Time. Date of isoue.		July, 1887 June, 1881	
	Class of bond or obligation.	First mortgage bonds	Total

*Issued in exchange for old bonds and for new property acquired.

†The \$92,000 first mortgage bonds of June 1, 1881, outstanding are to be exchanged for new first mortgage bonds of issue of July 1, 1887, at the rate of 110 of new bonds for 100 old bonds, including all over-due interest coupons.

EQUIPMENT TRUST OBLIGATIONS

A.—GENERAL STATEMENT.

lengnation.	Date of issue.	 Number of pay- mends.	Equipment covered.	Remarks.
	- 			
		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		4440111049400195011111111111111111111111
	***************************************	 3 7 7 7 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	# 40170	
	• • • • • • • • • • • • • • • • • • •	1		

FUNDED DEBT.-CONTINUED.

EQUIPMENT TRUST OBLIGATIONS.

B.—STATEMENT OF AMOUNT.

Oregon and California Railroad Company, 1891.

20 mm - 1	Chan paid on	Deferred payme	Deferred payments—principal		Deferred p	Deferred payments - interest.		1
Series or other accignation.	cynipment.	9	Amount outstanding.	Ortoinal amount.	Amount outstanding.	70	Am't paid during year.	Rate.
						4		
		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1						
								-
"Miscellaneous obligations," p. 19		1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0						
Total "miscel, obligations"							***************************************	
•	 							

RECAPITULATION OF FUNDED DEBT.

-	_	_		
	Amount paid during year.	706,850 00		706,850 00
ğ		*		*
Interest	Amount accrued during year.	\$ 756,472 77		\$ 755,472 77
Amount	outstanding.	\$ 25,588,000 00 \$ 16,645,000 00		8 16, 645, 000 00
	AMOUNT LOUGH.	\$ 25,588,000 00		\$ 25,588,000 00
	C. Market styl. Carbor.	Mortgage bonds, page 19.	Income bonds, page 19	Total

[Norg.—Where reference in the above tables is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—Frank J. Miller, clerk.]

RECEIVER'S CERTIFICATES.

			1	Defection?		Palement		
				- Allyday		ARKETER.		
Date tamed.	Amount toward.	Amount outstanding.	Amount paid during year.	Amount funded or otherwise disposed of.	Amount accrued during year.	Amount paid during year.	Rate.	_
								_
				4			*************	
			******					_
				and other manufactures are not a second of the first of t				
Total							1	
	-	_I ,	1		-			_
								-

CURRENT ASSETS AND LIABILITIES.

1691.	29,020 41 2,670 78 1,489,115 27 1,470,706 41
Current Habilities accrued to and including June 30, 1891.	Wages and salaries Net traffic balances due to other companies Dividends not called for Matured interest coupons unpaid (including coupons due July 1) Total Total \$ 1,470,706 41
Cash and current assets available for payment of current liabilities.	Total 4,965 18

Materials and supplies on hand, none. [See general balance abset, page 49.]

RECAPITULATION.

BY ROAD MAKING THIS REPORT.

A.-FOR MILEAGE OWNED

Oregon and California Railroad Company, 1891.

		-				
	Acmeria.					
Amount per mile of road.	Amount.					
Amount pe	Miles.		*********			
ا	To other proper-					
	To ratiroads.	•		***************************************		
Total amount	outslanding.	. \$ 19,000,000 00	on one 'esa 'er		\$ 35,645,000 00	
	Ассовий				Total	

*Capital stock and morigages cover ralinoad, telegraph lines, rolling stock, ferry steamen, etc., also lands granted by the United States. The amount on each cannot be stated separately.

B.-FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT, PAGE 31.

	_		
Amount per mile of road.	Аточий.		
Amount p	Miles.	+	
Shales	19000	\$ 35,645,000 00 +	\$ 46,865,884 83
Comment No. William	Car Car samples	\$ 16,645,000 00	
Thursday Ask		\$ 16,645,000 00	\$ 16,645,000 00
Careful about	- Aller and a second	\$ 19,000,000 00	\$ 19,000,000 00
The second second	Trems & Long.	Oregon and California Railroad # 19,000,000 00	Total

†The funded debt covers railroads, telegraph lines, rolling stock, ferry stramers, and lands granted by the United States. The amount per mile of road cannot therefore be correctly stated.

[Norg.-Where reference in the above tables is made to a page, it directs attention to the page of the biank report which the commission sent to the railroad company -Frank J. Miller, clerk.]

INCOME ACCOUNT.

SOUTHERN PACIFIC COMPANY, LESSEE, FOR OREGON AND CALIFORNIA R. R.

[FOR ROADS MAKING OPERATING REPORTS.]

Income from operation	Gross earnings from operation, page 35Less operating expenses, page 45	\$ 2,085,083 79 1.679,281 89	1	
Dividends on stocks owned, page 37	Income from operation		8	405, 801 90
Total income \$ 407, 108 40	Dividends on stocks owned, page 37 Interest on bonds owned, page 39			
Total income			-1	
Deductions from income— Interest on funded debt accrued, page 23 Interest on interest-bearing current liabilities accrued, not otherwise provided for 7,782 84 Rents, page 47, A	Total income		. S	407, 108 40
Interest on interest-bearing current liabilities accrued, not otherwise provided for 7,782 84 Rents, page 47, A 60,585 35 Permanent improvements, page 29 60,585 35 Total deductions from income 823,840 96 Net income 90 10 10 10 10 10 10 10 10 10 10 10 10 10	Deductions from income—		1	
Permanent improvements, page 29 Other deductions Total deductions from income Net income Deficit Dividends, -\(\frac{2}{3}\), common stock Dividends, -\(\frac{2}{3}\), preferred stock Other payments from net income Total Surplus from operations of year ending June 30, 1891 *Deficit from operations of year ending June 30, 1891 \$csurplus on June 30, 1890 (from general balance sheet, 1890 report) Deficit on June 30, 1890 (from general balance sheet, 1890 report) Additions for year Deductions for year	Interest on interest-bearing current liabilities accrued, not otherwise provided for	7,782 84		
Other deductions Total deductions from income Net income Deficit Dividends, -%, common stock Dividends, -%, preferred stock Other payments from net income Total Surplus from operations of year ending June 30, 1891 *Deficit from operations of year ending June 30, 1891 Surplus on June 30, 1890 (from general balance sheet, 1890 report) Deficit on June 30, 1890 (from general balance sheet, 1890 report) Additions for year Deductions for year	Taxes	60, 585 35		
Net income	Other deductions			
Deficit Dividends, %, common stock Dividends, %, preferred stock Other payments from net income Total Surplus from operations of year ending June 30, 1891 *Deficit from operations of year ending June 30, 1891 Surplus on June 30, 1890 (from general balance sheet, 1890 report) Deficit on June 30, 1890 (from general balance sheet, 1890 report) Additions for year Deductions for year		1		
Total Surplus from operations of year ending June 30, 1891 *Deficit from operations of year ending June 30, 1891 Surplus on June 30, 1890 (from general balance sheet, 1890 report) Deficit on June 30, 1890 (from general balance sheet, 1890 report) Additions for year Deductions for year	DencitDencitDencitDividends, _%, common stockDividends, _%, preferred stock			416, 782 56
Additions for year			.[
Deductions for year	Surplus from operations of year ending June 30, 1891* *Deficit from operations of year ending June 30, 1891 Surplus on June 30, 1890 (from general balance sheet, 1890 report) Deficit on June 30, 1890 (from general balance sheet, 1890 report)		8	416, 732 56
Surplus on June 30, 1891 (for entry on general balance sheet, p. 51)	Additions for year	*****		
Deficit on June 30, 1891 (for entry on general balance sheet, p. 49)	Surplus on June 30, 1891 (for entry on general balance sheet, p. 51)_ Deficit on June 30, 1891 (for entry on general balance sheet, p. 49)			

^{*}The deficit shown here is approximately correct for the operation of the Oregon and California Railroad covering the year ending June 30, 1891. Settlements under lease are made annually only for the year ending December 31st.

[[]Note.—Where reference is made in the above table to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—Frank J. MILLER, clerk.]

INCOME ACCOUNT.

[FOR ROADS NOT MAKING OPERATING REPORTS.]

Income from lease of road	8	8
Dividends on stocks owned, page 37		V
Interest on bonds owned, page 39		
Miscellaneous income, less expenses, page 41	11 250 07	
Land sales	126 035 68	
TAKIN BEICH	100, 300 00	_
Income from other sources		148, 185 75
	ì	
Total income		. \$ 148, 185 75
Deficit		
Deductions from income—		
Salaries and maintenance of organization		
Interest on funded debt accrued, page 23.		
Interest on interest-bearing current liabilities accrued, not other-	1	
wise provided for		
Rents, page 47, A		.
Taxes		
Permanent improvements, page 29		
Other deductions		
Land department expenses	47 478 77	
Reserved for redemption of bonds	41 195 14	
Loss from operating under lease with Southern Pacific Company,	11,100 11	
year ending December 31, 1890	999 905 90	
Discount on hands sold	90 500 00	
Discount on bonds sold	39, 500 00	
Total deductions from income		516,509 23
Net income		
Net income		000 000 4
Deficit		- 308, 323 48
Dividends, _%, common stock		
Dividends, 4, preferred stock		
Other payments from net income		
Total	· ————————————————————————————————————	-
Surplus from operations of year ending June 30, 1891		. 8
Deficit from operations of year ending June 30, 1891		368, 323 48
	i .	92,053.79
Surplus on June 30, 1890 (from general balance sheet, 1890 report)		1
Deficit from operations of year ending June 30, 1891Surplus on June 30, 1890 (from general balance sheet, 1890 report)Deficit on June 30, 1890 (from general balance sheet, 1890 report)		.
Surplus on June 30, 1890 (from general balance sheet, 1890 report) Deficit on June 30, 1890 (from general balance sheet, 1890 report)		
Deficit on June 30, 1890 (from general balance sheet, 1890 report)		
Deficit on June 30, 1890 (from general balance sheet, 1890 report) Additions for year		
Deficit on June 30, 1890 (from general balance sheet, 1890 report)		
Deficit on June 30, 1890 (from general balance sheet, 1890 report) Additions for year Deductions for year		
Deficit on June 30, 1890 (from general balance sheet, 1890 report) Additions for year		

Under the lease with the Southern Pacific Company accounts are rendered by that company for year ending December 31st, and the income account on this page is made up from the statement of account rendered for year ending December 31. 1890. On the preceding page the Southern Pacific Company has made a statement approximately for year ending June 30, 1891. The financial result for the Oregon and California Railroad Company on June 30, 1891, will show a much larger deficit than shown on this page when the figures for the first six months of the year 1891 are obtained and incorporated in the income account.

[Note.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]

• EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Passenger— Passenger revenue——————————————————————————————————	e 1 (48 904 91		
Less repayments—	7 1,040,054 01	7	
Tickets redeemed		3, 244 73	
Excess fares refunded		268 77	
Other repayments		15, 436 82	
Other repaymentations are a second and a second		10, 400 02	
Total deductions		\$ 18,950 32	
Madal managaran namana			8 1.029.444 49
Total passenger revenue	· i		\$ 1,029,444 49
Mail			87,053 72
Express	.		39,598 77
Extra baggage and storage			17,993 52
Other items			32,391 99
Total passenger earnings			\$ 1,206,482 49
Freight—			
Freight revenue	\$ 850,148 86		
Less repayments—			
Overcharge to shippers		2,641 82	
Other repayments	.	4, 169 58	
Total deductions		\$ 6,810 90	
Total freight revenue			\$ 843,837 96
Stock yards			
Elevators			
Other items			
Total freight earnings			\$ 843, 337 96
Total passenger and freight earnings		i	\$ 2,049,820 45
Other carnings from operation -	1	i	1 ' '
Car mileage, balance	!	1	16, 437 64
Switching charges, balance			10, 10, 01
Telegraph companies			272 41
Telegraph companies Rents from tracks, yards, and terminals, page 41.			
Rents not otherwise provided for			4,399 59
Other sources			14, 153 70
Total other earnings			\$ 35,263 34
Total gross parnings from analytica Organi	1	1	e 0.005.000 PO
Total gross earnings from operation, Oregon. Total gross earnings from operation, entire)		}

MISCELLANEOUS INCOME.

Rem.	Gross income.	Less expenses.	Net miscellaneous income.
Interest collected on time contracts for lands sold prior to May 12, 1887	\$ 11,110 97 139 10		\$ 11,110 97 139 10
Total	\$ 11,250 07		\$ 11,250 07

OPERATING EXPENSES.

[Apportionment between passenger and freight traffic is estimated according to the rule prescribed by the interstate commerce commission.]

· · · · · · · · · · · · · · · · · · ·		-	
Item.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
Maintenance of way and structures—	1	1	
Maintenance of way and structures— Repairs of roadway		*****	\$ 322,994 9
Renewals of rails			4 8,756 5
Renewals of ties			57, 123 0
Repairs of bridges and culverts			161,516 9
Repairs of bridges and culverts	,		17 701 5
tle guardsRepairs of buildings			17,701 5
Popoles of dooks and whomas			19,744 1
Repairs of docks and wharves Repairs of telegraph	~~~~~~~~~~~	j	10,248 1 290 8
Other expenses			
	İ	' 	· ·
Total		 	\$ 638,714 3
Maintenance of equipment—	Į.		!
Repairs and renewals of locomotives			\$ 51,758 6
Repairs and renewals of passenger cars			47,738 2
Repairs and renewals of freight cars			
Repairs and renewals of fierry-boats, tugs, floats, and barges. Shop machinery, tools, etc.		I	400 0
and barges			485 8
Shop machinery, tools, etc.			2,159 9
Other expenses			15, 337 3
Total	1		4 150 000 0
Total			\$ 156,922 0
Wages of enginemen, firemen, and round-house-	i	! !	
men			\$ 108,630 2
Fuel for locomolives			128,004 9
Water supply for locomotives			9,741 0
All other supplies for locomotives.			6,816 1
Wages of other trainmen	~		84,891 1
All other train supplies			8,032 7
Wages of switchmen, flagmen and watchmen Expense of telegraph, including train dispatch-	ì	İ	1
ers and operators			29,867 9
Wages of station agents, clerks, and laborers			106, 308 4
Station supplies			1 4 675 0
Switching charges, balance Car mileage, balance			2 440 0
Car mileage, balance			2,440 0
Loss and damage			40, 176 8
Injuries to persons.			140, 231 2
Barges, floats, tugs, ferry-boats, expenses of, including wages, fuel, and supplies.	1		350 8
Other expenses			46,456 4
Atmos outhouses successes and a second succes			20, 100 1
Total			\$ 726,413 6
General expenses—	1		
Salaries of officers			\$ 26,814 4
Salaries of clerks.			35, 616 7
General office expenses and supplies	1		5,784 9
Agencies, including salaries and rent			5,087 8
Advertising.			3,316 1
Commissions			1 2,545 8
Insurance	l	 	!
Expense of fast freight linesExpense of traffic associations			
Expense of traffic associations			621 79
Expense of stock vards and elevators			
Rents for tracks, yards, and terminals, page 47, B			36,000 0
rents not otherwise provided for	!		1 3,43± &
Legal expenses			25, 427 93
Stationery and printing			5,718 8
Other general expenses			6,862 59
Total			\$ 157,231 9
		(l

[Note.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—Frank J. MILLER, clerk.]

OPERATING EXPENSES—CONCLUDED.

[Apportionment between passenger and freight traffic is estimated according to the rule prescribed by the interstate commerce commission.]

Item.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
Recapitulation of expenses— Maintenance of way and structures Maintenance of equipment Conducting transportation General expenses Grand total Percentage of expenses to earnings, entire line Operating expenses, Oregon (approximate)— Maintenance of way and structures Maintenance of equipment Conducting transportation General expenses			\$ 638,714 30 156,922 03 726,413 64 157,231 92
TotalPercentage of expenses to earnings for Oregon			\$ 1,679,281 89 79.77

RENTALS PAID.

A.—RENTS PAID FOR LEASE OF ROAD.

Name of road.	Interest on bonds guaranteed.	Dividends on stocks guaranteed.	Cush.	Total.

Total rents, A				

B.—RENTS PAID FOR LEASE OF OTHER PROPERTY.

Designation of property.	Situation of property leased.	Name of company owning property leased.	Item.	Total.
Tracks—				
Yards—				
Terminals— Depot and terminal facilities Willamette river bridge	Portland, Or.	N. Pacific Terminal Co Or. Ry. & Nav. Co	\$ 26,000 00 10,000 00	
Grand total, B			10,000 00	\$ 36,000 00

Oregon and California Railroad Company, 1891.

			_								
lear ending June 30, 1891.	Decrease	***************************************	1, 107 38	265,209 76		986.817.09			92, 058 79	\$ 92,068 79	
Year ending.	Increase.	\$ 2,281,214 55			90 710 79	776,259 69		2,400,000 00	41,135 14	\$ 2,441,135 14	
June 30, 1891.	Total.	\$ 38, 602, 964 55	38, 896 99	1, 439, 115 27	44 44 44	276, 269 69 \$ 85, 961, 744 0A		\$ 19,000,000 00 16,645,000 00	836,744 04	8 35, 981, 741 04 \$ 2, 441, 135 14	
June 3	Hem.				174,501 14						
	23+300 L		. n i i	*Lands owned	Sundries	Profit and loss	Liabitties.	Capital stock, page 1/ Funded debt, page 23 Current liabilities, page 23	-	Grand total	
June 80, 1890.	Total.	\$ 31,818,750 00	40,004 32	1,704,325 03	Ado No. Ob	\$ 38. 689. 669 60		\$ 19,000,000 00 14,245,000 00	295, 608 90 92, 658 79	\$ 23, 632, 662 69	
June 3	Лен.	***			185,942.74				1111		J

COMPARATIVE GENERAL BALANCE SHEET.

Lands granted by the United States, value not taken up in accounts.

† Parable by Southern Pacific Company, lessee.

[Note.-Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company -Frank J. Miller, clerk.]

YEAR.

THE

DURING

CHANGES

IMPORTANT

Oregon and California Railroad Company, 1891.

Here present statements as follows: 1 All extensions of road put in operation. 2. Decrease in mileage by line abandoned or line straightened. 5. All important physical changes (other than those above referred to). 4. All leages taken or surrendered. 5. All consolidations or recinganizations effected. 6. All new stocks issued. 7. All new bonds issued. 8. All important financial changes (other than those above referred to).

1890, this company purchased from the Oregonian Railway Company the line from Woodburn to Coburg, 79.30 miles, and a the Southern Pacific Company for operation, to be included under the lease of July 1, 1897.

turned

1890, **22**,400,000 first mortgage bonds were tained to provide for the purchase of road from Woodburn to Cuburg, and for

A. The lease of July 1, 1887, was modified during the year providing that betterments and additions be made for, and that the net profit (or deficit) be for account of this company. future

CONTRACTS, AGREEMENTS, ETC.

prangements, etc., with other companies or persons, concerning the ignorder, viz: 1. Express companies. 2. Mails. 8. Sleeping, parior st. 5. Other railroad companies. 6. Steamboat or steamship com-

nsport express matter, and payment shall be made for such service

panies. 7. I. Cont at agreed rates.

and i

Open

Here gi transportat or dining c panies. 7. the terms of the acts of Congress granting aid for the construction of the road, appany, which owns an interest in the cars. The net profit or loss from their schoonpany.

b traffic.

on Telegraph Company under contract entered into for their operation.

• United States, and is subject by the acts granting such aid to certain restrictions agers and mails. These acts of Congress constitute contracts between the railroad

SECURITY FOR FUNDED DEBT-PAGE 23.

	H'Aat roo	What road mortgaged.		Amount of	To No.	Tarket	
Class of bond or obligation.	Prom	1	Miles.	mortpape per mile of time.	equipment mortgaged.	income mortgaged.	What securities mortgaged.
First mortgage bonds	Portland Portland Albany Jet.	Portland Cal. State Line Portland Corvality Albany Jet. Lebanon Woodburn Coburg	367 119 96.800 11 500 79 800	*			

* The morigings covers the railroad, telegraph line, and equipment, also the lands granted by the United States

EMPLOYÉS AND SALARIES.

Class.	Number.	Total number of days worked	Total yearly compensation.	Average daily compensation.
General officers	22	8,030	\$ 36,600 84	3 4 56
General office clerks	49	17,865	88, 120 64	2 13
Station agents	10	29, 200	44,898 24	1 54
Other station men	76	27,740	51,668 40	1 86
Enginemen	5)	15,912	69,749 64	4 38
Firemen	48	14,976	38, 119 68	2 55
Conductors	30	10,950	85, 124 52	i 3 20
Other trainmen	77	28, 105	63,805 44	2 27
Machinists	31	9,672	30, 634 20	3 17
Carpenters.	156	48,672	151, 200 60	3 10
Other shopmen	150	46,800	115,308 00	2 46
Section foremen	88	27, 456	66,420 00	2 42
Other trackmen	812	253, 344	348,776 28	1 88
Switchmen, flagmen, and watchmen	9	3, 285	6,866 00	1 94
Telegraph operators and dispatchers	21	7,665	17,460 00	2 29
Employés—account floating equipment.	1	365	810 00	2 22
All other employés and laborers	45	18, 949	82, 474 88	2 84
Total (including general officers), Oregon.	1,746	563, 986	\$ 1,147,537 36	2 03
Less general officers	22	8,030	36,600 84	4 56
Total (excluding general officers), Oregon_Distribution of above—	1,724	555, 956	\$ 1,110,936 52	2 00
General administration	71	25,805	\$ 74,721 48	\$ 2 89
Maintenance of way and structures	1,056	329, 472	566, 396 88	1 72
Maintenance of equipment	181	56, 472	145,942 20	2 58
Conducting transportation	438	152, 147	360,476 80	2 37
Total (including general officers), Oregon	1,746	563, 986	\$ 1,147,537 36	2 03
Less general officers	22	8,030	36,600 84	4 56
Total (excluding general officers), Oregon	1,724	555, 956	\$ 1,110,936 52	2 00

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

Passenger traffic—	Rem.	Column for ton- nage, number passengers, num- ber trains, mileage, number cars.	
Number of passengers carried earning revenue. 58, 462 Number of passengers carried one mile. 70 Total passenger revenue, page 35 1, 029, 444, 49 Average amount received from each passenger. 1, 029, 444, 49 Average receipts per passenger per mile. 02768 Estimated cost of carrying each passenger one mile. 1, 206, 482, 49 Passenger earnings per mile of road. 2, 345, 55376 Passenger earnings per train-mile. 357, 852 Number of tons carried of freight earning revenue. 357, 852 Number of tons carried one mile. 32, 855, 862 Average distance haul of one ton. 92 Total relight revenue, page 35. 843, 337, 96 Average amount received for each ton of freight. 2, 359, 862 Average receipts per ton per mile. 0, 2566 Estimated cost of carrying one ton one mile. 2, 359, 862 Total freight earnings, page 35. 843, 337, 96 Freight earnings per mile of road. 1, 639, 3551 Freight earnings per train-mile. 1, 639, 3551 Passenger and freight revenue, page 35. 1, 872, 782, 76 Passenger and freight earnings, page 35. <	Pessenger tre ffig		
Number of passengers carried one mile	Number of passengers carried earning revenue	538, 462	8
Average distance carried	Number of passengers carried one mile	37, 186, 628	
Total passenger revenue, page 35	Average distance carried	70	
Average amount received from each passenger	Total passenger revenue, page 35		1, 029, 444. 49
Total passenger earnings page 35 1,206, 482, 49 Passenger earnings per mile of road 2,345,55376 Passenger earnings per train-mile 1,73842 Freight traffic	A varage amount received from each neggenger	1	1 1 01129
Total passenger earnings page 35 1,206, 482, 49 Passenger earnings per mile of road 2,345,55376 Passenger earnings per train-mile 1,73842 Freight traffic	Average receipts per passenger per mile		. 02768
Preight traffic	Estimated cost of carrying each passenger one mile		
Preight traffic	Total passenger earnings, page 35		1, 206, 482.49
Preight traffic	Passenger earnings per mile of road		2,345.55376
Number of tons carried of freight earning revenue 357, 852 Number of tons carried one mile 32, 865, 862 Average distance haul of one ton 92 Total freight revenue, page 35 843, 337, 96 Average excelpts per ton per mile 02666 Estimated cost of carrying one ton one mile 1, 689, 5851 Total freight earnings, page 35 843, 337, 96 Freight earnings per mile of road 1, 689, 5851 Freight earnings per train-mile 1, 872, 782, 76 Passenger and freight revenue, page 35 1, 872, 782, 76 Passenger and freight revenue per mile of road 3, 640, 92532 Passenger and freight earnings, page 35 2, 049, 820, 45 Gross earnings from operation, page 35 2, 049, 820, 45 Gross earnings from operation per mile of road 3, 985, 1087 Gross earnings from operation per mile of road 4, 053, 66524 Expenses, page 45 1, 679, 281, 89 Expenses, page mile of road 3, 264, 73529 Train mileage— 1, 133, 490 Miles run by mixed trains 398, 325 Miles run by switching trains 79, 584 Mileage of loaded	Lassenker carnings ber marn-mire		1.75842
Average distance haul of one ton 92	reight trailic— Number of tone corried of freight corning revenue	257 252	İ
Average distance haul of one ton 92	Number of tone corried one mile	90 965 960	
Total freight revenue, page 35.	A versee distance haul of one ton	1 92	
Average amount received for each ton of freight 2. 35995 Average receipts per ton per mile	Total fraight rayonus naga 25		843, 337, 96
1, 639, 55511 1, 639, 55511 1, 639, 55511 1, 639, 55511 1, 639, 55511 1, 639, 55511 1, 91894 1, 639, 55511 1, 91894 1, 9189	Average amount received for each ton of freight		2.35996
1, 639, 55511 1, 639, 55511 1, 639, 55511 1, 639, 55511 1, 639, 55511 1, 639, 55511 1, 91894 1, 639, 55511 1, 91894 1, 9189	Average receipts per ton per mile		. 02566
1, 639, 55511 1, 639, 55511 1, 639, 55511 1, 639, 55511 1, 639, 55511 1, 639, 55511 1, 91894 1, 639, 55511 1, 91894 1, 9189	Estimated cost of carrying one ton one mile		
Preight earnings per train-mile	Total freight earnings, page 55		843, 337. 96
Preight earnings per train-mile	Freight earnings per mile of road		1,639.55511
Passenger and freight revenue per mile of road 1,872,782.76 Passenger and freight revenue per mile of road 3,640.92532 Passenger and freight earnings, page 35 2,049,820.45 Passenger and freight earnings per mile of road 3,985,10887 Gross earnings from operation, page 35 2,085,083.79 Gross earnings from operation per mile of road 4,053,66524 Expenses, page 45 1,679,281.89 Expenses per mile of road 398,325 Miles run by passenger trains 680,290 Miles run by freight trains 398,325 Miles run by mixed trains 54,875 Total mileage trains earning revenue 1,133,490 Miles run by switching trains 79,584 Miles run by construction and other trains 101,925 Grand total train mileage 1,374,999 Mileage of loaded freight cars—north or east 2,273,156 Mileage of loaded freight cars—south or west 1,688,837 Mileage of empty freight cars—south or west 360,277 Mileage of empty freight cars—south or west 914,484 Average number of loaded cars in train 2,90 Average number of t	Freight earnings per train-mile		1.91894
Passenger and freight earnings, page 35 2, 049, 220, 45 Gross earnings from operation, page 35 2, 085, 083, 79 Gross earnings from operation per mile of road 4, 053, 66524 Expenses, page 45 1, 679, 281, 89 Expenses per mile of road 3, 264, 73529 Train mileage— 680, 290 Miles run by passenger trains 398, 325 Miles run by mixed trains 54, 875 Total mileage trains earning revenue 1, 133, 490 Miles run by switching trains 79, 584 Miles run by construction and other trains 101, 925 Grand total train mileage 1, 374, 999 Mileage of loaded freight cars—north or east 2, 273, 156 Mileage of empty freight cars—south or west 1, 688, 837 Mileage of empty freight cars—south or west 360, 277 Mileage of empty freight cars—south or west 914, 484 Average number of freight cars in train 9.02 Average number of tons of freight in train 74, 78	Passenger and freight—		
Passenger and freight earnings, page 35 2, 049, 220, 45 Gross earnings from operation, page 35 2, 085, 083, 79 Gross earnings from operation per mile of road 4, 053, 66524 Expenses, page 45 1, 679, 281, 89 Expenses per mile of road 3, 264, 73529 Train mileage— 680, 290 Miles run by passenger trains 398, 325 Miles run by mixed trains 54, 875 Total mileage trains earning revenue 1, 133, 490 Miles run by switching trains 79, 584 Miles run by construction and other trains 101, 925 Grand total train mileage 1, 374, 999 Mileage of loaded freight cars—north or east 2, 273, 156 Mileage of empty freight cars—south or west 1, 688, 837 Mileage of empty freight cars—south or west 360, 277 Mileage of empty freight cars—south or west 914, 484 Average number of freight cars in train 9.02 Average number of tons of freight in train 74, 78	Passenger and freight revenue, page 35		1,872,782.76
Passenger and freight earnings per mile of road 3, 985, 10887 3, 985, 10	Passenger and freight revenue per mile of road		3,640.92532
Gross earnings from operation, page 35 2,085,083.79 4,033.66524 1,679,281.89 Expenses, page 45 1,679,281.89 3,264.73529	Passenger and freight earnings, page 55		2, 049, 520. 90 9, 645, 1 0997
Gross earnings from operation per mile of road 4,053.66524	Cross cornings from coarction, norse 25		0 062 063 70
Expenses, page 45 Expenses per mile of road Train mileage— Miles run by passenger trains Miles run by freight trains Miles run by mixed trains Total mileage trains earning revenue Miles run by switching trains Total mileage trains earning revenue Miles run by switching trains Total mileage trains earning revenue Miles run by construction and other trains Grand total train mileage Mileage of loaded freight cars—north or east Mileage of loaded freight cars—south or west Mileage of empty freight cars—south or west Mileage of empty freight cars—south or west Average number of freight cars in train Average number of empty cars in train Average number of tons of freight in train Average number of tons of freight in train Average number of tons of freight in train Average number of tons of freight in train 74.78	Oross carnings from operation, page operational		2, 000, 000, 19 4 053 66594
Expenses per mile of road 3, 264. 73529 Train mileage— 680, 290 Miles run by passenger trains 398, 325 Miles run by freight trains 54, 875 Miles run by mixed trains earning revenue 1, 133, 490 Miles run by switching trains 79, 584 Miles run by construction and other trains 101, 925 Grand total train mileage 2, 273, 156 Mileage of loaded freight cars—north or east 2, 273, 156 Mileage of empty freight cars—north or east 360, 277 Mileage of empty freight cars—south or west 914, 484 Average number of loaded cars in train 9.02 Average number of empty cars in train 2.90 Average number of tons of freight in train 74, 78	Expenses nage 45		1 679 281 89
Train mileage— Miles run by passenger trains	Expenses per mile of road	1	3, 264, 73529
Miles run by passenger trains Miles run by freight trains Miles run by mixed trains Miles run by mixed trains Total mileage trains earning revenue Miles run by switching trains Miles run by construction and other trains Grand total train mileage Mileage of loaded freight cars—north or east Mileage of loaded freight cars—south or west Mileage of empty freight cars—south or west Mileage of empty freight cars—south or west Mileage of empty freight cars—south or west Mileage of empty freight cars—south or west Mileage of empty freight cars—south or west Mileage of empty freight cars—south or west Mileage of empty freight cars—south or west Mileage of empty freight cars in train Average number of loaded cars in train Average number of empty cars in train Average number of tons of freight in train Average number of tons of freight in train Average number of tons of freight in train Average number of tons of freight in train Average number of tons of freight in train Average number of tons of freight in train Average number of tons of freight in train Average number of tons of freight in train Average number of tons of freight in train Average number of tons of freight in train Average number of tons of freight in train Average number of tons of freight in train			, 0,202 , 1002
Miles run by freight trains Miles run by mixed trains Total mileage trains earning revenue Miles run by switching trains Miles run by construction and other trains Grand total train mileage Mileage of loaded freight cars—north or east Mileage of loaded freight cars—south or west Mileage of empty freight cars—south or west Mileage of empty freight cars—south or west Mileage of empty freight cars—south or west Average number of frelght cars in train Average number of loaded cars in train Average number of tons of freight in train Average number of tons of freight in train Average number of tons of freight in train Average number of tons of freight in train 74.78	Miles run by passenger trains	680, 290	
Total mileage trains earning revenue	Miles run by freight trains	398, 325	
Miles run by switching trains Miles run by construction and other trains Grand total train mileage Mileage of loaded freight cars—north or east Mileage of loaded freight cars—south or west Mileage of empty freight cars—north or east Mileage of empty freight cars—south or west Average number of freight cars in train Average number of loaded cars in train Average number of empty cars in train Average number of tons of freight in train Average number of tons of freight in train Average number of tons of freight in train Average number of tons of freight in train 79, 584 101, 925 2, 273, 156 1, 688, 837 360, 277 914, 484 11. 92			
Miles run by switching trains Miles run by construction and other trains Grand total train mileage Mileage of loaded freight cars—north or east Mileage of loaded freight cars—south or west Mileage of empty freight cars—north or east Mileage of empty freight cars—south or west Average number of freight cars in train Average number of loaded cars in train Average number of empty cars in train Average number of tons of freight in train Average number of tons of freight in train Average number of tons of freight in train Average number of tons of freight in train 79, 584 101, 925 2, 273, 156 1, 688, 837 360, 277 914, 484 11. 92			
Miles run by construction and other trains. Grand total train mileage. Mileage of loaded freight cars—north or east. Mileage of loaded freight cars—south or west. Mileage of empty freight cars—north or east. Mileage of empty freight cars—south or west. Mileage of empty freight cars—south or west. Average number of freight cars in train. Average number of loaded cars in train. Average number of empty cars in train. Average number of tons of freight in train. Average number of tons of freight in train. Average number of tons of freight in train.	Total mileage trains earning revenue		
Grand total train mileage	Miles run by switching trains	79, 584	
Mileage of loaded freight cars—north or east Mileage of loaded freight cars—south or west Mileage of empty freight cars—north or east Mileage of empty freight cars—north or east Mileage of empty freight cars—south or west Average number of freight cars in train Average number of loaded cars in train Average number of empty cars in train Average number of tons of freight in train Average number of tons of freight in train Average number of tons of freight in train Average number of tons of freight in train Average number of tons of freight in train Average number of tons of freight in train	Miles run by construction and other trains.	101,925	
Mileage of loaded freight cars—north or east Mileage of loaded freight cars—south or west Mileage of empty freight cars—north or east Mileage of empty freight cars—north or east Mileage of empty freight cars—south or west Average number of freight cars in train Average number of loaded cars in train Average number of empty cars in train Average number of tons of freight in train Average number of tons of freight in train Average number of tons of freight in train Average number of tons of freight in train Average number of tons of freight in train Average number of tons of freight in train	Cuand total tools wilcons	1 004 000	
Mileage of loaded freight cars—south or west	Wilney of loaded freight care, north or cost	1,374,999	
Mileage of empty freight cars—north or east Mileage of empty freight cars—south or west Average number of freight cars in train Average number of loaded cars in train Average number of empty cars in train Average number of tons of freight in train 74.78	Mileage of leaded freight cars—north or east		
Mileage of empty freight cars—south or west			
Average number of freight cars in train	Mileage of empty freight care—south or west	1 000, 411 1 014 454	
Average number of loaded cars in train	Average number of freight cars in train	11 99	
Average number of empty cars in train			
Average number of tons of freight in train 74.78			
Average number of tons of freight in each loaded car8.29	Average number of tons of freight in train	74.78	
	Average number of tons of freight in each loaded car	8.29	
1			

[[]Note.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—Frank J. MILLER, clerk.]

FREIGHT TRAFFIC MOVEMENT.

[COMPANY'S MATERIAL INCLUDED.]

	Commodity.	Freight originating on this road.	Freight received from connecting roads and other carriers. (Whole tons.)	Total freight to	
		(Whole tons.)	Freight from ing r other (Who	Whole tons.	Per cent.
	Grain		 	73, 039	20.34
	Flour			23,711	6.64
	Other mill products			5,870	1.64
Produc's of				6,732	1.88
agriculture					.03
	Cotton				.
	Fruit and vegetables			14,368	
	Other.			2,041	.57
	Live stock			14,982	4.19
	Dressed meats			122	.03
Products of	Other packing-house products			46	.01
animals.	Yountry, Pame, and Dan		*	377	. 10
தப்படிக்	Wool			946	.27
	Hides and leather			460	1 .13
	Other			18	.01
	Base metals, pig or bar			115	.03
	Bituminous coal				. 29
Products of] Coke			574	1 .16
mines.) Ores			333	09
	Ores			4,918	1.38
	Other			992	.28
Products of	(Lumber			43, 229	12.00
forest.	< n 000				4.15
202020.	Other				.16
	Petroleum and other oils				.31
	Sugar			1,556	.44
	Naval stores			1 500	
	Iron, pig and bloom			-,	.48
	Iron and steel rails			1,192	
Manufac-	Other castings and machinery				
tures.	Bar and sheet metal			503 3, 323	
	Cement, brick, and lime				
	Agricultural implements			1,070	
	Wagons, carriages, tools, etc			2, 323 1, 066	.65
	Wines, liquors, and beers			1,066 2,607	.73
	Household goods and furniture				4.12
Workhand!	Other				13.56
Migorilan and	ous—other commodities not men-			10, 140	13.50
Monod ob	oro—other commonities not men-	1	ļ	3,808	1.07
OB DUULI	ove reight			62,658	17.26
company ii				02,000	_
Total	tonnage, Oregon		1	357, 352	100.00
Total	tonnage, entire line		1		1

DESCRIPTION OF EQUIPMENT.

Item.	Number added during year.	number of year.	Equip	oped wilh train brake.		ment fitted with matic coupler.
	Numbe durin	Total at end	No.	Kind.	No.	Kind.
Locomotives— Passenger Freight Switching Leased	4	51 2	47	Westinghouse _		
Total locomotivesCars in passenger service—		53	47	Westinghouse -		
First-class passenger cars Second-class passenger cars Combination passenger cars	2	32 2	32 2	Westinghouse _ Westinghouse _	32 2	Miller. Miller.
Emigrant cars Dining cars Parlor cars						
Sleeping carsBaggage, express, and postal carsOther cars in passenger service	2	6 23 1	6 23 1	Westinghouse	23	Miller. Miller. Miller.
TotalCars in freight service—	7	64	64	Westinghouse -	64	Miller.
Box cars Flat cars Stock cars Coal cars	74 23	491 315 23 	67 106 17	Westinghouse _ Westinghouse _ Westinghouse _		
Tank carsRefrigerator cars (fruit) Other cars		23	23	Westinghouse	23	Miller.
TotalCars in company's service— Gravel cars	145	852 33 3	213	Westinghouse	<u> </u>	Miller.
Derrick cars Caboose cars Other road cars	4	14				
TotalCars contributed to fast freight line service	4	51				
Total cars ownedCars leased	156	967	277	Westinghouse _	87	Miller.
Grand total cars	156	967	277	Westinghouse_	87	Miller.

MILEAGE.

Oregon and California Railroad Company, 1891.

		A.—MILEAG	LEAGE OF		ROAD OPERATED	BY LESSEE.	sá			
5	Line repr capital	Line represented by oapital stock.	Line of	Line oper-	Line oper-	Line oper-	Total mile-	New line	Raile	ij.
Line on the	Nath Unc.	Branches and spure	propriesury companies	area anger lague.	contract,	trackuge rights.	age operated	during year	fron.	Steel.
Miles of single track Miles of second track	366.80	2					554.60	79.80	100	
Miles of fourth track and Miles of yard track and sidings	36.40	14.94				: ;	3.50	7.01	51.34	
Total mileage oper- sted (all tracks)	403.20	202.74		•	4		405.94	86,81	145,89	462.55
	1	BMILEAGE	0 1	LINE BY STATES MILEAGE OPERATED BY		TERRITORIES.	PRIES.	;		
State or territory	Line representer rupital stock Main tine. Bra	t by nohee spure.	Line of proprietory companies	Line oper- ated under lease.	Line oper- ated under contract,	New line purchased	That mile aye, exclud- ing trackage,	Line oper- ated under frackage	Raile.	ila.
Oregon	386, 80	187.80							507.06	462.55
Total mileage oper- ated (single track)	360,80	187.80							92.06	462.55
		II.—MILEAGE OWNED		BY ROAD MAKING THIS REPORT (ENGINEER MILEAGE).	THE REPORT	(ENGINEER	MILEAGE).		1	1

DESCRIPTION OF EQUIPMENT.

Item.	Numb er added during year.	number of year.	Equi	pped with train brake.		ment fitted with matic coupler.
	Numbe	Total al end	No.	Kind.	No.	Kind.
Locomotives— Passenger Freight Switching	4	51 2	47	Westinghouse .	 	
Leased				1		
Total locomotivesCars in passenger service—	4	53	47	Westinghouse		
First-class passenger cars	3	32	32	Westinghouse	32	Miller.
Second-class passenger cars	2	2	2	Westinghouse -	2	Miller.
Combination passenger cars						
Emigrant cars				-		
Dining cars				.	j	
Sleeping cars		6	6	Westinghouse_	6	Miller.
Baggage, express, and postal cars	2	23	23	Westinghouse_	23	Miller.
Other cars in passenger service		ī	1	Westinghouse _		Miller.
Total	7	64	64	Westinghouse -	64	Miller.
Cars in freight service— Box cars	49	491	67	Westinghouse_	1	
Flat cars	74	315	106	Westinghouse		
Stock cars	23	23	17	Westinghouse		
Coal cars						
Tank cars						
Refrigerator cars (fruit)Other cars	1	23	23	Westinghouse _	23 	Miller.
TotalCars in company's service— Gravel cars	145	852 33	213	Westinghouse .	23	Miller.
Derrick cars		3				
Caboose carsOther road cars	4	14 1		-		
Total Cars contributed to fast freight line service	4	51				
Total cars ownedCars leased	156	967	277	Westinghouse _	87	Miller.
Grand total cars	156	967	277	Westinghouse_	87	Miller.

MILEAGE.

Oregon and California Railroad Company, 1891.

		A.—MI	AMILEAGE OF	ROAD	OPERATED 1	BY LESSEE	<u></u>			
Line in	Line rope capital	Line represented by capital stock. Branches and spure.	Time of proprietary companies.	Line oper- aled under brase	Line uper- aled under confract,	Line oper- aled under trackage rights.	Total mile- age operated	New line purchased during year.	Raile.	ila. Nool.
Miles of single track	896.80	187.80					554.60	22	92.03	462,54
Miles of fourth track Miles of yard track and sidings	36.40	14.94					51 34	7.01	51.34	* 1
Total mileage oper- ated (all tracks)	403, 20	202, 74		4		1	605.94	96.81	143.89	462.55
		B.—MILEAGE		LINE BY ST	OF LINE BY STATES AND L-MILEAGE OPERATED BY LESSEE.	TERRITORIES.	ORIES.	(3 h
State or territory.	Line reprinted or the computation of the computatio	Line represented by capital stock. Branches	Line of proprietary companies.	Line oper- aled under lease	Line oper ated under contract,	New line purchased during year.	Total miles age, exclud- ing trackage	Line oper- ofed under trackage	Rails	ile. Seret
Oregon	866,80	187.30				79,80				462,55
Total mileage oper- ated (single track)	366, 90	187.80				79 80				462 55
	<u> </u>	-MILEAGE ON	II.—MILEAGE OWNED BY ROAD MAKING	AD MAKING	THE REPORT	BEIORT (ENGINEER MILEAGE).	MILEAGE).			
Oregon	967,119	188.100				;	575.219			,
(single track)	867.119	189, 100					855,219			:

RENEWALS

Oregon and California Railroad Company, 1891.

New ties laid during year.	t per per ton de distributing de point. Average price de distributing point.	Mountain	6 \$ 55 00 Total25	\$ 55 00
ār,	Weight per per to yard. (Pounds.) at distrib	1 1	•	
New rails laid during year.	Trms.		986.04	986.79
New r	Kind.	Iron	Total iron	Total steel

CONSUMPTION OF FUEL BY LOCOMOTIVES.

ACCIDENTS TO PERSONS.

				Emplo	yes.			
Kind of accident.	Trai	nmen.	flagme	hmen, n. and hmen.		her loyes.	To	tal.
	Killed.	Infured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and uncoupling Falling from trains and engines Overhead obstructions ('ollisions		7 3		1		3 1		11 4
Other train accidents	- - 2	10		† 		1	2	11
At stationsOther causes	_	4 1			 1	23	1	4 24
Total	_ 2	25		1	1	28	3	54
	Passengers.			-	Oth	iers.		<u> </u>
Kind of accident.			Trespassing.		Not tres- passing.		Total.	
·	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Collisions Derailments Other train accidents	· 	104	1	2			, 	<u>-</u>
At highway crossings		$\begin{vmatrix} 2 \\ 3 \end{vmatrix}$	1 4	1	1		2	1
Total	_ 4	109	6	4	1		7	4

There was an accident to the California express train on November 17, 1890, at Lake Labish, caused as believed by the officials of the railroad company by the removal of a rail from a trestle-work by criminals not so far apprehended, which resulted in the derailment of the engine, mail, baggage and express cars, and the subsequent destruction of a part of the trestle, causing the remainder of it north of the wreck to fall forward, and taking with it the entire train of passenger coaches. This accident resulted in the killing of 2 employés, the injury of 12 train employés and attendants, and in the killing of 2 passengers and 1 tramp and the injury of 102 passengers and 2 tramps, which explains the unusual number of persons killed and injured in above statement.

CHARACTERISTICS OF ROAD.

Oregon and California Railroad Company, 1891.

			7	Alignment					Profile.		t	
Working divisions or branches.	г бтапскея.			of (ca.)	.əu;		4866	Ascending grades	des.	Desce	Descending grades	ades.
From-	75	Milcs.	Number of curres.	Aggregale length (Mi Line, (Mi	નિયાણીએ જો શેળવર્શીએ હે. (ક્ષેત્રીએક.)	Langth of level line.) (Miles.)	.rsdninX	Sum of ancents.	તીલુતાર્ગ સ્વાલી દ્રાપ્તાના વક્ષ્યાં ક્રિયા કરા ફાયાના ક્રિયા કરાયા કરાયા કરાયા ક્રિયા કરાયા ક્રિયા કરાયા ક્રિયા કરાયા ક્રિયા ક	Zumber.	ક્ષામાં ભુ વેશ્વરભાધ. (મેરલી.)	Angregate length of descending grades (Miles.)
alifornia State Line. Ashland. ortland. Corvallis lbany Junction. Lebanon	5 C	26.00 310.50 96.50 11.50	144 771	5.88 5.89 5.89 5.40 5.40 5.40 5.40 5.40 5.40 5.40 5.40	10. 27 211. 82 75. 86 11. 07	48. 58 12. 80 11. 67	203	226. 45 7, 370. 26 1, 526. 50 172. 30	16. 67 199. 07 41. 30 9. 83	202 722	126. 76 4, 637. 35 1, 330. 10	8. 93 93. 15 39. 49
		474. 30	1,018	135.78	339.02	63. 45	88	9, 295. 51	269.87	277	6,094.21	141.48

			BRI	BRIDGES, '	Trestles,		TUNNELS, ETC.		
	Item.	N. New	Number.	Aggreyate length. (Feet)	Minimum length. (Feet.)	Marimum length (Feet)	If cross	Number, l	Height of lowest above surface of rail. (Feet)
Bridges— Stone— Iron Wooden— Combination	0		5	6, 330. 6	46.6	200	Overhead highway crossings—Bridges Condults Trestles	H-	* 8
Total Tunnels			253	6, 340, 6 117, 194 12, 250	30.8	3,127			
							Tunnels	13	19 6
This comp	pany having of OF TRACK -	having only lately acquired the road from Woodburn to Col TRACK — Four feet eight and one-half inches, 554, 60 miles.	uired t ht and	he road fro one-balf i	m Woodburi aches, 554, 60	to Coburg, o	This company having only lately acquired the road from Woodburn to Coburg, cannot give information under this head for that line GUAGE OF TRACK — Four feet eight and one-half inches, 554, 60 miles.	for that	Hoe
		,	A.—0	A.—OWNED BY		TELEGRAPH.	THIS REPURT.		
Miles of Mass	Miles of section	Operated by this company.	Sule com	-funda			Operated by another company.		
זענוכש ולו ונשכ	The same	Miles of line.	Miles	Miles of wire. M	Miles of line.		Name of operating company.	ng.	
8	98				କ୍ଷ		Coperated by railroad employes, who report to Wester Union Telegraph Company for commercial business.	report	to Western business.
, e	B -OWNED BY	ANOTHER	KO3	COMPANY, BUT	T LOCATED	NO.	PROPERTY OF ROAD MAKING THIS REPORT.	REPORT.	,
Hiles of line.	Miles of wire.		Nam	Хамс об остет.			Name of operating company.		
328, 60	1,628	Western Union Telegraph	n Tele		Company	Western	Western Union Telegraph Company.	,	

CAR MILEAGE.

State below all individuals, coöperative fast freight lines, and stock companies to which the company making this report pays mileage for the use of cars.

American Refrigerator Transit Company. Armour Refrigerator Line. Anglo-American Provision Company. Arnold Refrigerator Company. Abernethy Furniture Company. Blue Line. Boca Brewing Company. Bear Creek Refining Company. Canada Cattle Car Company. Canada Southern Line. Chicago Refrigerator Car Company. Cold Blast Transportation Company. Crocker Chair Company. Cudahy-Mil Refrigerator Line. Empire Line. Climax Gasoline Company. California Fruit Transportation Company. Cudahy Bros. Refrigerator Line. Canadian Pacific Despatch. Erie Despatch.
Ensign Manufacturing Company.
Fredericksburg Brewing Company.
John Wieland Brewing Company. San Francisco Breweries, Limited. Goodell Refrigerator Car Company. Great Eastern Line. Green Line. Hicks Stock Car Company. C. B. Havens & Co. International Packing Company.

Independent Refining Company. Jacob Dold Packing Company. Kansas City Dressed Beef Line. Kentucky Southern Oil and Gas Company. Merchants' Despatch Transportation Co. Midland Line. Mitchell, Lewis & Co. Mutual Oil Company. National Despatch. National Oil Company. Penn Refining Company. Pacific Coast Oil Company. Pullman Palace Car Company. Red Line Transit. St. Charles Car Company. St. Louis Refrigerator Car Company. Southern Iron Car Company. Standard Oil Company (U. T. L.) Switt Refrigerator Line. Silberhorn Company. Scofield, Shurmer & Teagle. Union Line. Union Refrigerator Transit Company. Waverly Oil Company. Waters-Pierce Oil Company. White Line. Wagner Palace Car Company. West Shore Line. T. E. Welis & Co. American Life Stock Transfer Company.

OATH.

STATE OF OREGON, County of Multnomah.

We, the undersigned, R. Koehler, Second Vice-president of the Oregon and California Railroad Company and Manager of the lines in Oregon of the Southern Pacific Company, and Geo. H. Andrews, Secretary of the Oregon and California Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said companies; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said companies in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

R. KOEHLER, Second Vice-president O. & C. R. R. Co. and manager lines in Oregon of the Southern Pacific Co.

GEO. H. ANDREWS, Secretary O. & C. R. R. Co.

Subscribed and sworn to before me this 9th day of September, 1891.

DAVID LORING, Notary public for Oregon.

[SEAL.]

REPORT

OF THE

OREGONIAN RAILROAD COMPANY.

(SOUTHERN PACIFIC COMPANY, LESSEE.)

For the year ending June 30, 1891.

HISTORY.

- 1. Name of common carrier making this report? Oregonian Railroad Company, and Southern Pacific Company, lessee.
 - 2. Date of organization? April 16, 1890.
- 3. Under laws of what government, state, or territory organized? [If more than one, name all; give reference to each statute and all amendments thereof.] General incorporation laws of the state of Oregon.
- 4. If a consolidated company, name the constituent companies. [Give reference to charters of each, and all amendments of same.] None.
 - 5. Date and authority for each consolidation. None.
- 6. If a reörganized company, give name of original corporation, and refer to laws under which it was organized. None.
- 7. [For companies not making operating reports.] What carrier operates the road of this company? Southern Pacific Company since December 4, 1890.

ORGANIZATION.

Names of directors.	Postoffice address.	Date of expiration of term.
C. P. Huntington F. E. Stillman Thos. H. Hubbard R. Koehler W. W. Bretherton Geo. H. Andrews W. A. Grondahl	New York City, New York New York City, New York New York City. New York Portland, Oregon Portland, Oregon Portland, Oregon Portland, Oregon	April, 1892.

Total number of stockholders at date of last election? Nine. Date of last meeting of stockholders for election of directors? April 20, 1891. Give postoffice address of general office. Portland, Oregon. Give postoffice address of operating office. Portland, Oregon.

OFFICERS.

Tille.	Name.	Location of office.
Chairman of the board President		
resident	F. E. Stillman	New York, N. Y.
lice-president	R. Koehler	Portland, Or.
second vice-president and manager		
Third vice-president		
ecretary	W. W. Bretherton	Portland, Or.
reasurer.	Geo. H. Andrews	Portland, Or.
eneral solicitor		
Attorney or general counsel	C T T	
omptroller	G. L. Lansing	San Francisco, Cal.
Assistant comptroller	TO O Westerland	Can Dunales Cal
NUCITOR CONTRACTOR CON	E. C. Wright	San Francisco, Cal.
Assistant auditor General manager	A N Towns	Can Prancisco Cal
reneral manager	A. N. TOWNE	San Francisco, Cal.
Assistant general manager	Wim Uood	Con Francisco Col
unarintandant	WIII, NOOQ	Dowland On
uperintendent superintendent	L. R. Fleius	Portialia, Or.
Division superintendent		
Division superintendent		
uperintendent of telegraph		
raffic manager	Richard Gray	San Francisco Cal
seistant traffic manager	Itichaid Gray	San Flancisco, Car.
ssistant traffic manager	C F Smure	San Francisco Cal
Assistant general freight agent	F P Rogers	Portland, Or.
Seneral nassenger agent	T H Goodman	San Francisco, Cal.
General passenger agent	E. P. Rogers	Portland Or
General ticket agent	1000	Toronald, Or.
General ticket agentssistant general ticket agent		
Seneral baggage agent		
Seneral baggage agent		
and commissioner		

PROPERTY OPERATED.

[FOR ROADS MAKING OPERATING REPORTS.]

In giving roads, observe the following classification and order:

1. Railroad line represented by capital stock:
(a) Main line.

(b) Branches and spurs.
2. Proprietary companies whose entire capital stock is owned by this company.

Line operated under lease for specified sum.
 Line operated under contract, or where the rental is contingent upon earnings or other considerations.

stock is owned by this company.

5. Line operated under trackage rights.

Name of every railroad the operations of which are included in the income account, page 31.

Name.	Term	inal s .	line for road sed.	line for states roads
	From-	<i>To</i> —	Miles	Miles cach of nam
1. Oregonian Railroad	 Dundee Sheridan Junction Woodburn	AirleeSheridanCoburg	50, 950 7, 248 80, 047	138, 245
Total mileage operated		•••••••••		138, 245

The line from Woodburn to Coburg was only operated by the Oregonian Railroad Company from July 1, 1890, to December 31, 1890.

[Note.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—Frank J. Miller, clerk.]

FOR ASSIGNED OTHERWISE 20 LEAKED PROPERTY

[FOR ROADS NOT MAKING OPERATING REPORTS.]

which from lease, or from other assignment for operation, is included in the income account, page 33. Name of railroad the income of

.snil lo	#ilcs	. 50.950 . 7.248	58.198
what kind osontract aled:	o fo	Lease	4 1 1 1 1 9 4 1 1
By what company operated.		Southern Pacific Company	1
nals.	To-	AirleeSheridan	
Terminals.	From—	DundeeAirlee Sheridan	† 1 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2
Name.		Oregonian Railroad	Total

NATURE OF CONTRACT.

betterments, additions, and other The property of this company is leased to the Southern Pacific Company from December 5, 1890. Out of the incomproperty the lessee is to pay the expenses of operation, maintenance, taxes, corporation expenses, interest, betterments, fixed charges. The balance remaining after such payments is retained by, and the deficit, if any, is charged to the lessee. the contract existing between read (or roads) and the company by which it is operated. Give here a full explanation of

[Note.—Where reference in the above table is made to a pige, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRA

	Number of	Par value of	Total par value	Total amount	Dividends declared during year.	d during year.
Description.	snares authorized.		authorized.	ıssuea ana out- standing.	Rate.	Amount.
Capital stock— 'ommon Preferred	30,000	\$ 100 00	\$ 3,000,000 00	\$ 1,531,100 00		
Total	30,000	5	, 000, 000 00	,631,100		
Manner of payment for capital stock.	Number of shures issued during year.	Cush realized on am't issued during year.	Total number of shares issued.	Total cash realized.	Remarks.	
Issued for cash— Common	808:	\$ 30,800 00	15,311	\$ 1,531,100 00		
Issued for construction—						
Issued for reörganization— Common						
Preferred Issued for						
Total	308	\$ 30,800 00	15,311	\$ 1,531,100 00	!	

RECAPITULATION.

BY ROAD MAKING

MILEAGE

REPORT.

Oregonian Railroad Company, 1891.

£	Kelikarks.			•
amount per mae of road.	Amount.	\$ 11,075 26	\$ 11,075 26	
of mount	Miles.	138.245	138, 245	
Apportionment.	To other proper-			
Apport	To railroads.	\$ 1,531,100 00	\$ 1,531,100 00	
That amount	outstanding.	\$ 1,531,100 00	\$ 1,531,100 00 \$ 1,531,100 00	
	Account.	Capital stock, page 17. Bonds, page 19 (grand total)	Total	

B.-FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT, PAGE 31.

	1000	7			Amount p	Amount per mile of road.	- ~
value of road.	Cupum suck.	runaea acot.	כמודכות נושטונונונא.	Togge	Miles.	Amount.	
Oregonian Railroad Company	\$ 1,531,100 00			\$ 1,531,100 00	138.245	\$ 11,075 26	+ +
		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			
Total	\$ 1,531,100 00			\$ 1,531,100 00	138. 245	\$ 11,075 26	
	- · · · · · · · · · · · · · · · · · · ·	-	•				

shove tables is made to a page, it directs attention to the page of the blank report which the commission NK J. MILLER, clerk.] [Nore.—Where reference in the sent to the railroad company.—FRA

	- A	Expenditures during year.	kar.			
24		Not included in o	Not included in operating expenses	Patel cost	Total cost	-
IIIM,	Incheded in operating expenses.	Charged to income account as permanent improvements.	Charged to construction or equipment	June 30, 1840.	June 30, 1491.	one bet mic
Construction—	-00	(By leaver)		•	•••	
Fences and culvert masonry		6, 707, 6	1			
Section 1		2,556 09				
octon					1 0 1 7 1 9 1 9 1 9 1 9 1 9 1 9 1 9 1 9 1 9	
Sions						
Other females with the females of th	1 1 1	6,937 17				
Passenger cars Sleeping, parlor and dining cars Baggage, express and postal cars	1	3,879.53 2,755.57 1,942.08		\$\frac{1}{4} & 1 & 1 & 1 & 1 & 1 & 1 & 1 & 1 & 1 &	+	
Freight cars Freight cars Other cars of all classes Floating equipment		1, 736 40				
Total equipment		₽ 10,341 64			0044 56 88 58 58 59 59	
Grand total cost construction, equipment, etc.		\$ 29.242.69				

The Oregonian Railroad Company agreed to may for the read, 153 1) miles, \$19,000 to the empiral stocks and \$15.000 to the formal ware takened to be relieved to the formal ware takened to be relieved to the bonds were takened the railroad to the formal variety for \$1,500 to 15,500 to

INCOME ACCOUNT.

SOUTHERN PACIFIC COMPANY, LESSEE, FOR OREGONIAN RAILROAD.

From January 1 to June 30, 1891.

[FOR ROADS MAKING OPERATING REPORTS.]

		1
Gross earnings from operation, page 35Less operating expenses, page 45	\$ 23,011 38 32,173 42	~~~~~~~~~
Income from operation		\$
Deficit Dividends on stocks owned, page 37		9, 162 04
Interest on bonds owned, page 39		
Miscellaneous income, less expenses, page 41		
Income from other sources		
Matal images		
Total income		9 162 01
Deductions from income—		0,102 01
Interest on funded debt accrued, page 23.		
Interest on interest-bearing current liabilities accrued, not otherwise provided for		[
Rents, page 47, A		
Taxes	3, 378 27	
Permanent improvements, page 29	29, 242 69	
Other deductions		
Total deductions from income		82,620 96
Net income		\$
Deficit		41,783 00
Dividends, _\$, common stock		
Other payments from net income		
outer payments from net income		************
Total		
Surplus from operations of year ending June 20 1801		<u>e</u>
Surplus from operations of year ending June 30, 1891 *Deficit from operations of year ending June 30, 1891 Surplus on June 30, 1890 (from general balance sheet, 1890 report)		41,783 00
Surplus on June 30, 1890 (from general balance sheet, 1890 report)		
Deficit on June 30, 1890 (from general balance sheet, 1890 report)		
Additions for year		
Deductions for year		
Surplus on June 30, 1891 (for entry on general balance sheet, p. 51). Deficit on June 30, 1891 (for entry on general balance sheet, p. 49)	*********	41,783 00
value bo, 1001 (101 chit) on general valance succe, p. 45)		1 31,100 00
		

The deficit for six months ending June 30, 1891, is borne by the Southern Pacific Company, lessee.

[[]Note.—Where reference is made in the above table to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—Frank J. MILLER, clerk.]

INCOME ACCOUNT.

[FOR ROADS MAKING OPERATING REPORTS.]

From July 1 to December 31, 1890.

Gross earnings from operation, page 35	 	49, (42, 2)04 04 246 56	\$	
Income from operation Dividends on stocks owned, page 37 Interest on bonds owned, page 39 Miscellaneous income, less expenses, page 41					6, 757 45
Income from other sources					
Total incomeDeficit					
Deductions from income— Salaries and maintenance of organization————————————————————————————————————	1				
Interest on interest-bearing current liabilities accrued, not otherwise provided for				_	
Rents, page 47, A Taxes Permanent improvements, page 29 Other deductions		2	277 20		
Total deductions from income					
Net incomeDeficit				_ \$	6,490 28
Dividends, -\(\xi\), common stock	 			_	
	 			- - 	
Total	ļ			I	6 490 %
Surplus from operations of year ending June 30, 1891				- \$ -	0,400 2
				-	
Surplus from operations of year ending June 30, 1891				-	

^{*&}quot;Additions for the year" is the amount reported last year to debit of income account as "interest on funded debt accrued, estimated." The bonds were not delivered and the amount was credited back.

[†]The surplus was made a credit to cost of reconstruction of the road.

[[]Note.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—Frank J. MILLER, clerk.]

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual carnings.
Passenger—	\$ 14,627 01	s	
Passenger revenue Less repayments—	14,027 01	•]
Tickets redeemed		3 96	
Excess fares refunded		3 85	
Other repayments			
Total deductions	!	i—————	
Total passenger revenue	1		\$ 14,521 11 4,355 18
Express			
Extra baggage			8 99
Other items		1	
Total passenger earnings			\$ 19,822 93
Freight— Freight revenue	e 47 174 99]
Less repayments—	φ 47,174 0 2		
Overcharge to shippers	1		
Other repayments		67	
Total deductions		\$ 67	
Total freight revenue			\$ 47,174 15
Elevators			
Other items			
Total freight earnings			8 47, 174 15
Total passenger and freight earnings Other earnings from operation—			\$ 66,997 08
Car mileage, halance		/ 1	1,498 67
Car mileage, balanceSwitching charges, balance		`	1,100 0,
Telegraph companies			787 97
Rents from tracks, yards, and terminals, page 41.			
Telegraph companies			261 12
Other sources			2,470 58
Total other earnings			\$ 5,018 34
Total gross parnings from anaration Organ			\$ 72,015 42
Total gross earnings from operation. Oregon. Total gross earnings from operation, entire	1	1	ì

NOTE—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—Frank J. MILLER, clerk.]

OPERATING EXPENSES.

[Apportionment between passenger and freight traffic is estimated according to the rule prescribed by the interstate commerce commission.]

Item.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
Maintenance of way and structures—	<u> </u>	!	\$
Repairs of roadway		*****	3 17,618 71
Renewals of rails			
Renewals of ties			73 61
Repairs of bridges and culverts.			6,7×7 46
Repairs of fences, road-crossings, signs, and cat-			
tle guards	*****		810 62
Repairs of buildings			354 58
Repairs of docks and wharves			
Repairs of telegraph			181 17
Other expenses			1,117 45
	\ <u> </u>		00 164 20
Total			\$ 27,189 60
Maintenance of equipment—		1	0.10.1
Repairs and renewals of locomotives			2, 194 16
Repairs and renewals of passenger cars			1,509 95
Repairs and renewals of freight cars			1,893 07
Repairs and renewals of ferry-boats, tugs, floats,	ļ	i	1
and barges			
Snop machinery, tools, etc			113 /8
Other expenses			368 25
m 1	<u> </u>		
Total	!		\$ 5,585 24
Conducting transportation—	1		j
Wages of enginemen, firemen, and round-house-		ĺ	
men			\$ 7,021 ₩
Fuel for locomotives			4,584 49
Water supply for locomotives			1,530 73
All other supplies for locomotives.			428 51
Wages of other traiumen			
All other train supplies			376 81
Wages of switchmen, flagmen and watchmen.			37 35
Expense of telegraph, including train dispatch-	1		<u>.</u> .
ers and operators.			3,013 27
ers and operators			5,53% 52
Station suppliesSwitching charges, balance			199 85
Switching charges, balance			
Car mileage, balance.			
Loss and damage			485 83
Injuries to persons			102 09
Barges, floats, tugs, ferry-boats, expenses of, in-	! !		1
cluding wages, fuel, and supplies Other expenses			
Other expenses.	 		234 76
m . 1			
Total			\$ 29,233 NO
General expenses—			
Salaries of officers.			3 ,632 13
Salaries of clerks			2,918 14
General office expenses and supplies.			699 86
Agencies, including salaries and rent			
Advertising			70 63
Commissions			
Insurance			1,118 🕮
Expense of fast freight lines			
Expense of traffic associations Expense of stock yards and elevators			
Expense of stock yards and elevators	1		
Rents for tracks, yards, and terminals, page 47, B	,		
Rents not otherwise provided for			37 81
Legal expenses	~		1,203 41
Stationery and printing Other general expenses			961 89
Other general expenses			1,768 75
	[
Total			3 12,411 52

[Note.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]

OPERATING EXPENSES—CONCLUDED.

[Apportionment between passenger and freight traffic is estimated according to the rule prescribed by the interstate commerce commission.]

Item.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
Recapitulation of expenses— Maintenance of way and structures Maintenance of equipment Conducting transportation General expenses			\$ 27, 189 60 5, 585 24 29, 233 62 12, 411 52
Grand total Percentage of expenses to earnings, entire line Operating expenses, Oregon (approximate)— Maintenance of way and structures Maintenance of operations			\$ 74,419 98 103.3 \$ 27,189 60
Maintenance of equipment Conducting transportation General expenses			5,585 24 29,233 62 12,411 52
Total			\$ 74,419 98 103.3

	_	_			-					
Year ending June 80, 1891.	Decrease.	\$ *1,521,100 00 \$ 1,531,100 00 \$	1,494,497 18	4,687 56	1,176 27					
Year ending	Інстеаве.	8 1,881,100 00				\$ 30,800 00	\$ 30, 800 00		\$ 30,800 E	
June 30, 1891.	Total.	\$ *1,521,100 00				\$ 1,681,100 00	\$ 1,581,100 00		\$ 1,581,100 00	
June 30	Item.						8 1,581,100 00			
Fanc 80, 1801.				**************************************	Profit and loss	Grand total	Capital stock, page 17.		Grand total	
June 30, 1890.	Totai		1,494,437 18	4,647 56	1,155 27	8 1,500,300 00	8 1,500,300 00		\$ 1,500,300 00	
June	Ren.			* * * * * * * * * * * * * * * * * * * *	***************			4 (

[Note.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company —Frank J Miller, clerk.] *The Oregonian Railroad Company agreed to pay for the road, 153.11 miles, \$10,000 per mile in its capital stock and \$15,000 in its first mort-gage bonds. Before the bonds were issued it sold the railroad, etc., to the Oregon and California Railroad Company for the sum of \$1,684,000. The final adjustment of the sale and the transfer of the property is not completed, and explains the incompleteness of the balance sheet.

IMPORTANT CHANGES DURING THE YEAR.

1. All extensions of road put in operation. None.

2. Decrease in mileage by line abandoned or line straightened.

Abandoned: Dayton Junction to Dayton; Dundee to Fulquartz Landing; Ray's Landing to Woodburn; East Side Junction to end of track; total, 15,326 miles.

Transferred to Oregon and California Railroad Company, 80.047 miles; Scio branch (now sid-

ing). 2.294 mil s.

The length of line of the Oregonian Railroad Company was heretofore given at 153.11 miles, but was ascertained by measurement to be 155.865, differences in length having been found on various of the small branches, now abandoned.

3. All important physical changes (other than those above referred to). None.

4. All leases taken or surrendered.

None.

5. All consolidations or reorganizations effected.

None.

6. All new stocks issued.

308 shares of capital stock issued.

7. All new bonds issued.

None.

8. All important financial changes (other than those above referred to).

The property of this company lying east of the Willamette river was conveyed to the Oregon and California Railroad Company.

CONTRACTS, AGREEMENTS, ETC.

Here give a concise statement of all existing contracts, agreements, arrangements, etc., with other companies or persons, concerning the transportation of freight or passengers. Give the statement in the following order, viz.:

1. Express companies.

Wells, Fargo & Co. run on this company's lines, paying double first-class freight rates for all their shipments on basis of weights. They are assigned a part of baggage car in regular trains.

2. Mails

Contract with United States government.

3. Sleeping, parlor, or dining car companies.

None.

4. Freight or transportation companies or lines.

None.

5. Other railroad companies.

Arrangements for through business to and from Portland with Portland and Willamette Valley Railway Company.

6. Steamboat or steamship companies.

None.

7. Telegraph companies.

Telegraph lines are operated by the Pacific Postal Telegraph Company under contract entered into for their operation, in accordance with which the railroad company retains the receipts collected at its stations, and the telegraph company retains the receipts at its Portland office.

8. Other contracts.

None.

EMPLOYÉS AND SALARIES.

Class.	Number.	Total number of days worked	Total yearly compensation.	Averag daily con pensatio	7 .
General officers (proportion of Oregonian R. R.)	1		 \$ 1,594 ° 0		37
General office clerks (proportion of Or. R. R.). Station agents (including operators when	1	365	841 68	2	2 31
agents) Other station men	9	3 , 2 85	4,050 36	1	23
Enginemen	2	624	2,428 32	9	89
Firemen	$ar{f 2}$	624	1,584 72		54
Conductors	$ar{f 2}$	730	1,826 76	_	50
Other trainmen	3	1,095	2, 170 68		98
Machinists	$\ddot{3}$	936	2,824 20		02
Carpenters	26	8, 112	29,632 92		65
Other shopmen	8	2,496	5,859 84		2 35
Section foremen	6	1,872	4, 320 00	•	2 31
Other trackmen	33	10, 276	15,883 80		54
Switchmen, flagmen, and watchmen Telegraph operators and dispatchers Employés—account floating equipment			10,000 00		
All other employés and laborers	3	912	2,400 00		63
Total (including general officers), Oregon.	99	31,692	\$ 75,418 08	8 9	2 38
Less general officers	1	365	1,594 80		37
Total (excluding general officers), Oregon_Distribution of above—	98	31, 327	\$ 73,823 28	3	2 36
General administration	2	730	\$ 2,436.48	\$	3 34
Maintenance of way and structures	65	20, 260	49, 836 72		2 46
Maintenance of equipment	11	3,432	8,684 04	1 :	2 53
Conducting transportation	21	7,270	14,460 84		1 99
Total (including general officers), Oregon	99		\$ 75,418 08		2 38
Less general officers	1	365	1,594 80		4 37
Total (excluding general officers), Oregon	98	31,327	\$ 73,823 28	\$	2 36

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

_	-	-
	Column for ton-	
	nage, number	
		Column for revenue
Item.	ber trains,	and rates.
		and races.
	mileage,	
	number cars.	
Passenger traffic— Number of passengers carried earning revenue Number of passengers carried one mile Average distance carried Total passenger revenue, page 35	27.454	e
Number of passengers carried earning revenue	.; 07,909 400 019	4
Number of passengers carried one mile	488,813	
Average distance carried	. 13.05	
Total passenger revenue, page 35	.]	14,521.11
Average receipts per passenger per mile		. 38792
Average receipts per passenger per mile	· l	. 02974
Estimated cost of carrying each passenger one mile		
Estimated cost of carrying each passenger one mile Total passenger earnings, page 35		10 899 09
Total passenger earnings, page of	.	001 00
Passenger earnings per mile of road	.	201.82
Passenger earnings per mile of road Passenger earnings per train-mile	.	1.413
T1 J L . A	T .	
Number of tons carried of freight earning revenue	40,729	
Number of tons carried of freight earning revenue Number of tons carried one mile	1, 130, 603	
A ware on distance haul of one ton	25 363	,
Total baids nevenue need 95	2000	47 174 15
Total freight revenue, page 35		1,174.10
Average amount received for each ton of freight		1. 15/90
Average receipts per ton per mile		.04172
Estimated cost of carrying one ton one mile		
Total freight earnings, page 55		47, 174. 15
Freight earnings per mile of road	i	480, 28
Freight earnings per train-mile		. 964
Passenger and freight—		1
Passenger and freight revenue, page 35	1	61 605 0G
Passenger and freight revenue, page 30		61, 695, 26
Passenger and freight revenue per mile of road		628, 13
Passenger and freight earnings, page 35		66, 997. 08
Passenger and freight earnings per mile of road	•!	682.10
Gross earnings from operation, page 35Gross earnings from operation per mile of road		72,015.42
Gross earnings from operation per mile of road	_1	733, 19
Expenses, page 45		74, 419, 98
Expenses per mile of road.		757. 6 8
Expenses per mile of road	-	101.00
Train mileage—	1 004	
Miles run by passenger trains	1,384	
Miles run by freight trains	1,003	
Miles run by mixed trains	_ 60,584	1
·		
Total mileage trains earning revenue	62, 971	
Miles run by switching trains	02,011	
Miles run by construction and other trains.	250	
Miles run by construction and other trains.	_ 200	
		, !
Grand total train mileage	63,221	
Mileage of loaded freight cars—north	_ 112,451	
Mileage of loaded freight cars—south	91, 224	
Mileage of empty freight cars—north	28,308	
Mileage of empty freight cars—south	50,765	
Average number of freight cars in train	- 00,700	
Average number of legistic cars in train		
Average number of loaded cars in train		
Average number of empty cars in train	-	
Average number of tons of freight in train	-	
11 Orabo mamoor or tomo w ricibus in standar		_
Average number of tons of freight in each loaded car		

[[]Note.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—Frank J. MILLER, clerk.]

FREIGHT TRAFFIC MOVEMENT.

[COMPANY'S MATERIAL INCLUDED.]

	Commodity.	Freight originating on this road.	Freight received from connecting roads and other carriers. (Whole tons.)	Total freight	tonnage.
		(Whole tons.)	Freight from ing r other (Wh	Whole tons.	Per cent.
•	(Grain			21, 107	51.82
	Flour			2, 120	5, 21
	Other mill products				.20
Produc's of	Hay				.78
agriculture	Tobacco				
	Cotton				1
	Fruit and vegetables				1.06
	Other				.85
	Live stock			200	.49
	Dressed meats			200	
	Other pecking house products				
Products of	Doubter come and fish	*		****	
animals.	Poultry, game, and fish			EA	10
	Wool Hides and leather			50	
	Hides and leather			15	.04
	Other				
	Anthracite coal				
Products of	Bituminous coal				
mines.	{				
minco.	Ores				
	Stone, sand, and other like articles			20	.05
Products of	(Lumber				.]
forest.	< wood			6, 152	15.10
TOTEST.	Other		<u></u>	603	i 1.48
	Petroleum and other oils Sugar	(. 1
	Sugar			 	1
	Naval stores				
	Iron, pig and bloom				
	Iron and steel rails			_	
	Other castings and machinery			58	.14
Manufac-	Bar and sheet metal			10	.02
tures.	Cement, brick, and lime			24	.06
	Cement, brick, and limeAgricultural implements	*********		58	14
	Wagons, carriages, tools, etc.				
	Wines lianors and hopes				
	Wines, liquors, and beers Household goods and furniture			100	.30
	Other			92	23
Merchandis	Other			5 140	10.69
Missollance	eother commodities not men-			5, 142	12.63
WINCELINIEO	de-other commodities not men-	`[1
Noned and)V0				
company ir	eight			3,778	9.28
	4				
Total 1	tonnage, Oregontonnage, entire line	·		40,729	100.00
Total t	tonnage, entire line			l	.

DESCRIPTION OF EQUIPMENT.

Rem.	Number added during year.	Total number al end of year.	Equi	pped with train brake.	Equip auto	ment fitted with matic coupler.
	Numb	Total at end	No.	Kind.	No.	Kind.
Locomotives— Passenger			3	Westinghouse	 	
Leased						
Total locomotivesCars in passenger service—		7	3	Westinghouse -		
First-class passenger cars Second-class passenger cars Combination passenger cars		6	6	Westinghouse _	6	Miller.
Emigrant cars Dining cars Parlor cars						
Sleeping cars Baggage, express, and postal cars		3	3	Westinghouse	3	Miller.
Other cars in passeuger service						
TotalCars in freight service— Box carsFlat cars			.	Westinghouse		Miller.
Stock cars						
Refrigerator cars (fruit)Other cars			**			
Total		213				
Derrick cars Caboose cars Other road cars		2				
TotalCars contributed to fast freight line service		2				
Total cars ownedCars leased		224	9	Westinghouse _	9	Miller.
Grand total cars		224	9	Westinghouse _	9	Miller.

OPERATED.	
ROAD	
OF	
A.—MILEAGE	

£\$	7	capital stock. Line of Line oper-
1	сотранієв.	
1 !		
		<u> </u>
		8. 638

TERRITORIES. AND STATES BY LINE B.—MILEAGE

I.—MILEAGE OPERATED BY ROAD MAKING THIS REPORT.

Miles of single track Miles of second track Miles of third track	05.00	7. 248)				58.198		33. 30n	010.42
Miles of fourth track	2.06	1.390					3. 450		3.450	
Total mileage oper- ated (all tracks)	53.01	8. 638					61.648		37.330	24.318
		B.—MILEAGE I.—MILEAC	OF RE OF	BY BY	STATES AND ROAD MAKING TH	STATES AND TERRITORIES. ROAD MAKING THIS REPORT.	RIES.			
	Line repr capita	Line represented by capital stock.	Line of	Line oper-	Line oper-	New line	Total mile-	Line oper-	Rails.	ils.
Nate or territory.	Main line.	Branches and spurs.	proprietary companies.	aled under lease.		constructed during year.	ing trackage rights.		Iron.	Steel.
Oregon	50.950	7.248					58.198		33.880	24.318
Total mileage oper- ated (single track)	£0.960	7.248					58.198		33.8%0	24.318
		п.—	- MILEAGE OW	OWNED BY ROAD	MAKING	THIS REPORT.				1
Oregon	50.950	7.248					58.198		33.880	24.818
Total mileage owned (single track)	50.950	7.248				t 1 2 4 5 5 5 5 5 5 5 5 5	58, 198	†	83.880	24.818

RENEWALS OF RAILS AND TIES.

Kind. Total iron	New rails latd during yeur. Thus. (F	ight per yard. ounds.)	Average price per ton at distributing point.	*Mountain Total	Number. 92	Average price at distributing point.
Total steel						

*There were a great number of ties put futo this road, partly by the construction company who undertook to put the road in order, partly by the lessee. The exact amount cannot be ascertained; it is, however, estimated that the total number of ties put in during the entire year amounts to about 26,000 ties. The ties reported in above table are merely those charged to operating expenses.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

	(oal-	('val — Tons.	Wood — Cords.	- Cords.	Total fuel		Average
JAK OMORITER.	Anthracite.	Anthracite. Bituminous.	Hard.	Soft.	tons.	2000	consumed per mile.
Passenger Freight				140.75 350.00	70.38	7, 166.50	19. 64 20. 70
Construction	1		: B d	4.00	2.00	250.00	16.00
Total Average cost at distributing point.	1 1 9 9 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			\$ 2 55	262.38 \$ 5.10	25, 767. 00	20.37

ACCIDENTS TO PERSONS.

		,		Empl	oyes.			<u> </u>
Kind of accident.	Trai	nmen.	flagme	hmcn, n, and hmen.		ther loyes.	To	tal.
	Killed.	Injured.	Killed.	Injured.	KWed.	Injured.	Killed.	Infured.
Coupling and uncoupling Falling from trains and engines Overhead obstructions Collisions Derailments						1		i
Other train accidents At highway crossings At stations Other causes					*1	1 †1	1	1 1
Total	Dane	-		_	ou ou	ders.		
Kind of accident.	russe	ngers.	Trespe	issing.		tres- sing.	70	tal.
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Küled.	Infured.
Collisions Derailments Other train accidents At highway crossings At stations Other causes								

^{*}Killed by falling from a bridge. †Washer fell from bridge, striking a carpenter on the head.

CHARACTERISTICS OF ROAD.

Length of straight time. Length of straight time. Length of level time. (Millen.) (Millen.)	Geoceals, Geocea	B -	
Number of curves Aggregate length curved time. (M. Length of stratght (Miles.) Length of stratght inc. (Miles.)	ngusi ship		Бигри
Aggregate length of current time. Length of strate (Miles.) Length of strate (Miles.)	() prile leng prisbricos		$D^{\mu\nu}$
99.99	p jo paggy paggy	Number. Stum of det (Feet.)	Aggregate.
			;
Total			

*The character

OATH.

STATE OF OREGON, County of Multnomah.

We, the undersigned, R. Koehler, Vice-president of the Oregonian Railroad Company and Manager of the lines in Oregon of the Southern Pacific Company, and Geo. H. Andrews, Treasurer of the Oregonian Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said companies in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

R. KOEHLER.

R. KOEHLER, Vice-president Oregonian Railroad Co. and manager lines in Oregon of the Southern Pacific Co.

GEO. H. ANDREWS, Treasurer.

Subscribed and sworn to before me this 5th day of October, 1891.

[SEAL.]

DAVID LORING, Notary public for Oregon.

REPORT

OF THE

PORTLAND AND WILLAMETTE VALLEY RAILWAY COMPANY.

For the year ending June 30, 1891.

HISTORY.

- 1. Name of common carrier making this report? Portland and Willamette Valley Railroad Company.
 - 2. Date of organization? January 19, 1885.
- 3. Under laws of what government, state, or territory organized? [If more than one, name all; give reference to each statute and all amendments thereof.] General incorporation laws of the state of Oregon.
- 4. If a consolidated company, name the constituent companies. [Give reference to charters of each, and all amendments of same.] None.
 - 5. Date and authority for each consolidation. None.
- 6. If a reörganized company, give name of original corporation, and refer to laws under which it was organized. None.
- 7. [For companies not making operating reports.] What carrier operates the road of this company?

ORGANIZATION.

Names of directors.	Postoffice address.	Date of expiration of term.
Chas. F. Crocker W. E. Brown R. Kochler John McCraken Geo. H. Andrews W. W Bretherton D. F. Sherman	San Francisco, California San Francisco, California Portland, Oregon Portland, Oregon Portland, Oregon Portland, Oregon Portland, Oregon	June, 1892.

Total number of stockholders at date of last election? Twenty-two. Date of last meeting of stockholders for election of directors? June 16, 1891. Give postoffice address of general office. Portland, Oregon.

Give postoffice address of operating office. Portland, Oregon.

OFFICERS.

Title.	Name.	Location of office.
Chairman of the board		
President	Chas. F. Crocker	San Francisco, Cal
Fir st vice-president	R. Koehler	Portland, Or.
President First vice-president Second vice president and manager Third vice-president Secretary Treasurer	D. F. Sherman	Portland, Or.
Secretary	- U Goo H Androws	Portland Or
l'reasurer	J deo. H. Andrews	Fortiand, Or.
General solicitor		
Attorney or general counsel		
Comptroller Assistant comptroller		
Assistant comptroller		
Auditor		
Assistant auditor Manager		
Manager	R. Koehler	Portland, Or.
Assistant general manager		
Chief engineer		
Superintendent	L. R. Fields	Portland, Or.
Superintendent	John McGuire	Portland, Or.
Division superintendent		
Division superintendent		
Superintendent of telegraph		
Traffic manager		
Assistant traffic manager		
(ieneral freight agent	ì	i
Assistant general freight agent General passenger agent Assistant general passenger agent	E. P. Rogers	Portland, Or.
General passenger agent		
Assistant general passenger agent	E. P. Rogers	Portland, Or
General ticket agent		
General ticket agent		
General baggage agent		
General baggage agent		
Land commissioner		

PROPERTY OPERATED.

[FOR ROADS MAKING OPERATING REPORTS.]

In giving	g roads.	observe t	the fol	lowing	classif	ication	and	orde	:T :
-----------	----------	-----------	---------	--------	---------	---------	-----	------	------

1. Railroad line represented by capital stock:

(a) Main line.

(a) Main fine.
(b) Branches and spurs.
2. Proprietary companies whose entire capital stock is owned by this company.

3. Line operated under lease for specified sum.
4. Line operated under contract, or where the rental is contingent upon earnings or other considerations.

5. Line operated under trackage rights.

Name of every railroad the operations of which are included in the income account, page 31.

Name.	Term	inals.	line for road ed.	ine for class
nunc.	From—	То	Miles each nam	Miles each of n
1. Portland & Willamette Valley Ry 5. Oregonian Railroad	 Portland	 Dundee Station at Dundee_		28, 283 0, 164
Total mileage operated		_		28.447

The Portland and Willamette Valley Railway terminates at a point 0.164 miles north of center of station building at Dundee, but operates for convenience's sake to the center of said station building, the roadbed belonging to the Oregonian Railroad Company.

[Note.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—Frank J. Miller, clerk.]

OPERATION.

FOR

ASSIGNED

OTHERWISE

OR

LEASED

PROPERTY

Portland and Willamette Valley Railway Company, 1891.

of which from lease, or from other assignment for operation, is included in the income account, page 33. [FOR ROADS NOT MAKING OPERATING REPORTS.] Name of railroad the income

Name.	Term	Terminals.	By what company operated.	קיפק ניסטקו ניטענן א	snil lo
	From—	To-		raba'l o to	Miles
amette Valley Ry	tland & Willamette Valley Ry Portland	Dundee	Southern Pacific Company	•	28.447
	Total	1			28.447

NATURE OF CONTRACT.

The Southern Pacific Company, by verbal arrangement, supervises the operation of the Portland and Willamette Valley Railway, pays its expenses and collects its revenue, accounting therefor monthly, since January 1, 1891. Give here a full explanation of the contract existing between road (or roads) and the company by which it is operated.

[NOTE.—Where reference in the above table is made to a page, it directs attention to the page of the b'ank report which the commission sent to the railroad company.—Frank J. Miller, clerk].

CAPITAL STOCK.

Portland and Willamette Valley Railway Company, 1891.

Newseighten	Number of Marris authorized.	Par value of	Par value of Total pur culue found amon nil	Total amonal immediandoni-	Disternite declared during year	during year
					Mair.	
- O E	7,500			\$ 144,240.00		
		\$ 20 10	\$ 150,000 00	\$ 144,240.00		
Namer of payment for capital dock	Number of shares usued during year	Cush realized on am't issued during year.	Total number of Total cash real- shares issued.	Total mast read-	Renarka	1 1 <u>s</u> 1
1 1	# # # # # # # # # # # # # # # # # # #	*	1-2 44 51	\$ 144,240 00		
Total			7,212	\$ 144,240 00		ſ

Portland and Willamette Valley Railway Company, 1891.

Amount paid during year.

	Am't paid during year.		
Interest.	Amount accrued during year.	\$ 28,000 00	\$ 28,000 00
	When payable.		
	Rate.	!	
Cash real-	amount issued.		400,000 \$ 400,000
	Amount outstanding.	400,000	\$ 400,000
	Amount issued,		\$ 400,000
Amount of	authorized issue.	\$ 400,000	\$ 400,000 \$ 400,000
Time.	When due.		
II.	Date of issue.	Dec., 1885	
	Cl ass of bond or obligation.	st mortgage bonds	Total

AGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

MORTG

FUNDED DEBT.

	Interest.		
,	In	Amount accrued during year.	\$ 28,000 00
DED DEBT.	Amount	outstanding.	\$ 400,000 00
ON OF FUN		Amount wented.	\$ 400,000 00
RECAPITULATION OF FUNDED		Cuass of acot.	Mortgage bonds, page 19. Miscellaneous obligations, page 21. Income bonds, page 19.

a page, it directs attention to the page of the blank report which the commission e tables is made to MILLER, clerk.] [Note.—Where reference in the sent to the railroad company.—Fra

28,000 00

400,000 00

400,000 00

Total

RECEIVER'S CERTIFICATES.

Interest.

Principal,

Jimount, onthanding

.Incount feneral.

Dete fannet

1

1

Total

Portlan	d and	Willame	ette Va	lley Ro	ilway (Comp -	any, -	1891.
Rate				19, 214 14	79, 205 00	314,064 25	159, 529 51	
Amount paid during year	4 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		g June 20, 1591	***	euodnos			
Amount accrued during year.		h h h h h h h h h h h h h h h h h h h	d to and treludin					
Amount funded or otherwise disposed of		LIABILITIES.	Current Babilities accrued to and tackeding June 30, 1891		alances due to other companies not called for unpaid (including lerest coupons unpaid (including lares)	Re(8.	***************************************	
Amount paid during pour.		AND LIA	- 1		Net traffic balances Dividends not calle Matured interest co due July 1)		Total	, page 49.]

that and current assets available for payment of current tlabilities.

CURRENT ASSETS AND LIABILITY

 Materials and supplies on hand, none. [See general balance sheet, page 49.] Į

442, 578 73

159, 529 51

1

Total

14,564 62

REPORT.

OWNED BY ROAD MAKING

A.-FOR MILEAGE

RECAPITULATION.

Portland and Willamette Valley Railway Company, 1891.

I	Danarks	Tellento.		
-	Amount per mile of road.	Amount.	5,099 88	3 19,242 65
+	Amount per	Miles.	28. 283 28. 283	28, 283
-	ionment.	To other properties.		
	Apportionmen	To railroads.	\$ 114,240 00 400,000 00	\$ 544,240 00
	Total amount	oulstanding.	\$ 144,240 00 400,000 00	\$ 514,240 00
ten.			Capital stock, page 17	

B.-FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT, PAGE 31.

					Amount p	Amount per mile of road.
Name of road.	Capital stork.	Funded debt.	Current liabilities.	Total.	Miles.	Amount.
Portland & Willamette Valley Ry. Co.	\$ 144,240 00	\$ 400,000 00	\$ 412,578 73	\$ 946, 418 73	28, 283	\$ 34,890.87
Total	\$ 144,240 00	\$ 100,000 00	\$ 442,578 78	985,818 73	28.248	\$ 34,890.87

[Note.—Where reference in the above tables is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—Frank J. Miller, clerk.]

COST OF ROAD, E	EQUIPMENT,		AND PERMANENT		IMPROVEMENTS.	1	
	Enp	Expenditures during year.	year,	_			
		Not included in aperaling expenses	perating expenses	Total cost	Total rost		
Hew.	Included in operating expenses.	(harged to facine account do perviolent improvements.	Charged to construction or equipment.	Лене 30, 1890.	ы дине 30, 1801.	Cost per mile	
Band oil vart makener			1 1			1 6	
Ridges and treatles							
[1]es			****			4	
ructure							
-			11 72			*****	
)							

:					*****	*************	
					ŀ		_
	***************************************		21 36				
	*** **** ******		ŀ				

Total construction			459.55				
Aupment—			51.743				_
			1.500.00				
postal cars						*****	-
	4 44 44 4 44 4	-	*************			b=====================================	
This sais of all places		111111111111111111111111111111111111111	10 50		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	111111111111111111111111111111111111111	•
					1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		

INCOME ACCOUNT.

[FOR ROADS MAKING OPERATING REPORTS.]

	-	•		!		
Gross earnings from operation, page 35Less operating expenses, page 45	\$	99, 979 76, 520	79 43			
Income from operation				5	23, 459	36
Dividends on stocks owned, page 37 Interest on bonds owned, page 39						
Miscellaneous income, less expenses, page 41						
Income from other sources						
Total income				\$	23, 459	36
Daduations from income	1					
Interest on funded debt accrued, page 23.	'8	28,000	00			
Interest on funded debt accrued, page 23. Interest on interest-bearing current liabilities accrued, not other-		_				
wise provided for	!	23, 127	36			
Rents, page 47, ATaxes		1 405				
Permanent improvements, page 29		1, 490	03	1 i	••••••	
Other deductions						
	ļ			l		
Total deductions from income	1			l	52,62	
Net income	<u> </u>			\$		
Deficit Dividends, -\(\xi\), common stock	1			I	29.10	5 (24)
Dividends, -%, preferred stock				 		
Other payments from net income.						
Total	1			l		
				<u> </u>		
Surplus from operations of year ending June 30, 1891				\$	29, 16	90
Deficit from operations of year ending June 30, 1891 Surplus on June 30, 1890 (from general balance sheet, 1890 report)					29, 103	5 RP
Deficit on June 30, 1890 (from general balance sheet, 1890 report)					55, 16 7	7 24
Additions for year				8		
Deductions for year				 	125,890	0 28
Surplus on June 30, 1891 (for entry on general balance sheet, p. 51)_	1			18		
Deficit on June 30, 1891 (for entry on general balance sheet, p. 49)					210, 22	1 41
				<u> </u>	·	

When the report was made for June 30, 1890, the books did not show the affairs of the company and had to be made up from memoranda and such information as could be gathered from the clerks. A settlement with the construction company had also to be made, which was reached this year, and shows a reduction in construction account as per page 29 [101].

year, and shows a reduction in construction account as per page 29 [101].

"Deductions for year." \$125,890 28, consist of bond interest from January, 1887, to June 30, 1889, two and one-half years. \$70,000, not heretofore debited to profit and loss, and in adjusted claims for personal injuries, supplies, and services for previous years, with interest, which have been settled and brought into account during the present year.

[Note.—Where reference is made in the above table to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—Frank J. Miller, clerk.]

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Passenger— Passenger revenue	\$ 32,652 68	s	
Less repayments—			
Tickets redeemed		14 51	
Excess fares refunded			
Other repayments	+	256 54	
Total deductions		\$ 271 05	
Total passenger revenue			3 32, 381 63
Penago			1,822 89 194 39
ExpressExtra baggage			
Other items			200 13
Total passenger earnings		1	\$ 34,604 10
Freight— Freight revenue	\$ 64,505 64		
Less repayments—	l 		į
Overcharge to shippers			
Other repayments		28	
Total deductions		\$ 28	
Total freight revenue	1	1	\$ 64,505 36
Stock yards			02,000 00
Elevators			
Other items			
Total freight earnings			\$ 64,505 36
Total passenger and freight earnings Other earnings from operation—			\$ 99,109 46
Car mileage, balance Switching charges, balance	1		7 50
Switching charges, balance		! 	
Telegraph companies			228 38
Rents rom tracks, yards, and terminals, page 41.			
Rents not otherwise provided forOther sources			567 27
Total other earnings			\$ 726 28
Total gross earnings from operation, Oregon Total gross earnings from operation, entire			\$ 99,979 79
line			

NOTE.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—Frank J. MILLER, clerk.]

OPERATING EXPENSES.

[Apportionment between passenger and freight traffic is estimated according to the rule prescribed by the interstate commerce commission.]

Item.	('hargeable to passenger tr a ffic.			Total.
Maintenance of way and structures—	1		ļ !	
Repairs of roadway			8	8, 186-32
Renewals of rails.			i	9 (3)
Renewals of ties			ł	501 29
Repairs of bridges and culverts		 	1	5,235/39
Repairs of fences, road-crossings, signs, and cat-			İ	-
tle guards.				310 :23
tle guards			t	816 28
Repairs of docks and wharves				
Repairs of telegraph			Ì	197 64
Other expenses.]		1	475 26
-		<u> </u>	'	
Total			15	15, 734-54
Maintenance of equipment—			_	
Repairs and renewals of locomotives			\$	6,763.56
Repairs and renewals of passenger cars			1	3,311 76
Repairs and renewals of freight cars			1	1,227 78
Repairs and renewals of ferry-boats, tugs, floats,	!	1	1	
barges, and river steamers				31 52
Shop machinery, tools, etc.	·		1	174 79
Other expenses			1	508/21
•	1			
Total			8	14,017 62
Conducting transportation— Wages of enginemen, firemen, and round-house- men	1	<u> </u> 	1	
men			8	7,727 84
Fuel for locomotives			ļ	6,614 53
Water supply for locomotives			}	146 58
All other supplies for locomotives			1	475 43
Wages of other trainmen			i	6,641 60
All other train supplies				402 95
Wages of switchmen, flagmen and watchmen Expense of telegraph, including train dispatch-			 	276 92
ers and operators				1,942 88
Wages of station agents, clerks, and laborers				7, 153 34
Station suppliesSwitching charges, balance			!	514 84
Switching charges, balance			1	4 101 04
Car mileage, balance			i	4,131 94
Loss and damage			1	946 08
Injuries to persons				114 80
Barges, floats, tugs, ferry-boats, expenses of, including wages, fuel, and supplies				12 40
Other expenses				933 9 2
Other expenses			1	
Total		1	i s	38,036 05
General expenses—				0,000 (6)
Salaries of officers		1	8	3,236 21
Salaries of clerks			"	1,772 26
General office expenses and supplies			•	156 04
Agencies, including salaries and rent			1	
Advertising				245 72
Commissions				51 37
Insurance			i	
Expense of fast freight lines				
Expense of traffic associations				
Expense of stock yards and elevators				
Rents for tracks, yards, and terminals, page 47, B	+		, 	
Rents not otherwise provided for	1	l	ļ	77 53
Legal expenses	1		:	2,050 30
Stationery and printing	1			829 87
Other general expenses			1	312 92
	·	`	: -	
Total			\$	8,732 22

[Note.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]

OPERATING EXPENSES—CONCLUDED.

[Apportionment between passenger and freight traffic is estimated according to the rule prescribed by the interstate commerce commission.]

Item.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
Recapitulation of expenses— Maintenance of way and structures Maintenance of equipment Conducting transportation General expenses			\$ 15, 734 54 14, 017 62 38, 036 05 8, 732 22
Grand total			\$ 76, 520 43
Operating expenses, Oregon— Maintenance of way and structures Maintenance of equipment			\$ 15,734 54 14,017 62
Conducting transportation General expenses			38, 036 05 8, 732 22
TotalPercentage of expenses to earnings, Oregon			\$ 76, 5 20 43 77. 7

Portland and Willamette Valley Railway Company, 1891.

\$ 966,675 10 Grand total 1-iabilities.	2 882
\$ 966,675 10 Grand total \$ 966,818 78 \$.
	-

[Note-Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company -Frank J Miller, elerk]

ETC. AGREEMENTS, CONTRACTS,

Here give a concise statement of all existing contracts, agreements, arrangements, etc., with other companies or persons, concerning the transportation of freight or passengers. Give the statement in the following order, viz.: 1. Express companies. 2. Mails. 8. Sleeping, parlor, or dining car companies. 4. Freight or transportation companies or lines. 5. Other railroad companies. 6. Steamboat or steamship companies. 7. Telegraph companie express over road. Terms—This company receives one-third gross earnings of line between Portland and Airlee and Sheridan, based on D first-class freight rates.

2. Contract with United States government.

3, 4. 5, and 6. None.

7. Pacific Postal Telegraph Company. Railroad company maintains telegraph lines and receives all the receipts taken in at railroad offices. Telegraph company handles all business in Portland and maintains main battery, and takes the receipts at Portland.

8. None.

នុ DEBT-PAGE FUNDED FOR SECURITY

What seemedies mortaneed		
H'hat	mortgaged. mortgaged.	None
H.hat	mortgaged.	42 77 All None
Amount of	mile of line.	7,
	.Wiles.	28. 283 \$ 14, 1
What road mortgayed.	76—	Dundee.
H'hal'	From-	PortlandDundee
Class of band or oblination		First mortgage bonds Portland Dundee

EMPLOYÉS AND SALARIES.

Cla×s.	Number.	Total number of days worked	Total yearly compensation.	Average daily com- pensation.
General officers (proportion of P. & W. V. Ry) General office clerks (proportion of P. & W. V. R.)	1 2	365 730	\$ 1,4 6 20 1,658 52	\$ 4 07 2 27
Station agents (including operators when	ž	7.50	1,000 02	2 27
agents)	6	2, 190	3, 185 40	1 45
Other station men	7	2,555	4,380 00	1 71
Enginemen	4	1,248	4,856 64	3 89
Firemen	4	1,248	3, 169 44	2 54
Conductors	3	1,095	3,315 72	3 01
Other trainmen	4	1,460	3,553 32	2 43
Machinists	2	621	1,882 80	3 01
Carpenters	10	3,012	9, 296 52	3 09
Other shopmen	11	3,432	8,057 2 8	2 35
Section foremen.	.3	936	2, 160 00	2 31
Other trackmen	14	4,368	6,870 74	1 57
Switchmen, flagmen, and watchmen	1	365	600 00	1 64
Telegraph operators and dispatchers	•••••••	COA	1 000 00	
Employes—account floating equipment	2	624	1,680 00	2 69
All other employés and laborers	1	365	600 00	1 64
Total (including general officers), Oregon.	75	24,617	\$ 56,752 58	\$ 2 31
Less general officers	ĩ	365	1,486 20	4 07
		-		.!
Total (excluding general officers), Oregon.	74	24, 252	\$ 55, 266 38	\$ 2.28
Distribution of above—				1
General administration	3		8 3, 144 72	\$ 2.87
Maintenance of way and structures	27	8,316	18, 327 26	2 20
Maintenance of equipment	13	4,056	9,940 08	2 45
Conducting transportation	32	11,150	2 5, 340 52	2 27
Total (including general officers), Oregon	75	24,617	\$ 56,752 58	8 2 31
Less general officers	1	365	1,486 20	4 07
Total (avaluding ganeral will acre) Oregon	74	94 959	\$ 55,266 38	' <u>o</u> 9 00
Total (excluding general officers), Oregon	14	24, 252	\$ 55,266 38	\$ 2.28

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

Item.	Column for ton- nage, number passengers, num- ber trains, mileage, number cars.	Column for revenue and rates.
Passenger traffic—		
Number of passengers carried earning revenue	166, 223	\$
Number of passengers carried earning revenue	1, 283, 825	
Average distance carried	1, 283, 825	1
Total passenger revenue, page 35		32, 381. 63
Average amount received from each passengerAverage receipts per passenger per mile		. 19481
A verage receibts per passenger per mile	1	. 02522
Estimated cost of carrying each passenger one mile		
Total passenger earnings, page 35	!	34,604.10
Passenger earnings per mile of road		1,214.17
Passenger earnings per train-mile		1.593
Freight traffic—	01 197	1
Number of tons carried of freight earning revenue Number of tons carried one mile	1 454 708	
A vorge distance hall of one ton	1 1,303,700	1
Total freight revenue nage 35	14.070	64 505 36
Average distance haul of one ton Total freight revenue, page 35 Average amount received for each ton of freight Average receipts per ton per mile		. 70739
Average receipts per ton per mile		.04434
Estimated cost of carrying one ton one mile		
Total freight earnings, page 55		64, 505. 36
Freight earnings per mile of road.		2, 263, 35
Total freight earnings, page 55 Freight earnings per mile of road Freight earnings per train-mile		2.02
Dangangan and finish t	1	1
Passenger and freight revenue, page 35		96, 886. 99
Passenger and freight revenue per mile of road		3, 750, 42
Passenger and freight earnings, page 35		99, 109, 46
Passenger and freight earnings per mile of roadGross earnings from operation, page 35		3,477.52
Cross earnings from operation, page 5)	<u> </u>	99, 979, 79 3, 508, 06
Fynance nego 45		76, 520, 43
Gross earnings from operation per mile of road Expenses, page 45 Expenses per mile of road	1	2, 684, 92
Train mileage—	i	1
Miles run by passenger trains	12, 751	
Miles run by freight trains	4,731	
Miles run by mixed trains		1
•	İ 	
Total mileage trains earning revenue	81,429	
Miles run by switching trains		
Miles run by construction and other trains.	200	
Crand total train milegra	81,629	1
Grand total train mileage Mileage of loaded freight cars—north or east	164,796	
Mileage of loaded freight cars—south or west	39,866	
Mileage of empty freight gare north or oest	19 976	
Mileage of empty freight cars—south or west	137,461	
Average number of freight cars in train		j .
Average number of loaded cars in train		!
Average number of empty cars in train		
Average number of empty cars in trainAverage number of tons of freight in train		
Average number of tons of freight in each loaded car		
	1	I

[[]Note.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—Frank J. MILLER, clerk.]

FREIGHT TRAFFIC MOVEMENT.

[COMPANY'S MATERIAL INCLUDED.]

	Commodity.	Freight originating on this road.	recch conne gads a carrie	Total freight tonnage.		
		(Whole tons.)	Freight received from connecting roads and other carriers. (Whole tims.)	Whole tons.	Per cent.	
	Grain			16, 800	18.42	
	Flour			500	.55	
	Other mill products		 	130	. 14	
Produc's of	Hay		! 	214	.23	
agriculture	Tobacco		! 			
Ü	Cotton		i		1	
	Fruit and vegetables			788	.86	
ľ	Other		l	100	.11	
	Live stock			210	.23	
	Dressed meats					
Products of	Other packing-house products			19	. 02	
Products of animals.	Poultry, game, and fish					
	Wool	*****	! !	15	.02	
	Hides and leather	 		13	. 02	
	Other		*****		.02	
	Charcoal		****	2, 270	2, 49	
Products of	Bituminous coal					
mines.	Coke				. 99	
mines,	Ores				1	
Į.	Stone, sand, and other like articles		~-	966	1.06	
Products of	Lumber				4.99	
forest.	Wood				53.10	
101000.	Other		1	424	.47	
į	Petroleum and other oils				<u> </u>	
	Sugar					
	Naval stores					
	Iron, pig and bloom	 		2, 901	3.18	
Manufac- tures.	Iron and steel rails					
	Other castings and machinery	••••		674	1 .74	
	Bar and sheet metal			196	.22	
	Cement, brick, and lime	••••		2,525	2.76	
	Agricultural implements				.01	
	Wagons, carriages, tools, etc.					
	Wines, liquors, and beers				00	
	Household goods and furniture	•		80		
Manaham din	Other			273	30	
Miscellaneou	us—other commodities not men-	•		•	7.39	
Company fr	veeight			1,452	1,59	
Company III	/10 M V + + + + + + + + + + + + + + + + + +		· · · · · · · · · · · · · · · · · · ·	1,702		
Total t				91, 187	100.00	
Tomit	onnage, Oregononnage, entire line			91,101	1	
Total t	onnage, entire une	!	1			

DESCRIPTION OF EQUIPMENT.

Item.	Number added during year.	Total number at end of year.	Equipped with train brake.		Equipment fitted with automatic coupler.		
	Numb	Total at end	No.	Kind.	No.	Kind.	
Locomotives—		1			1	i	
Passenger		3	1	Westinghouse			
Leased					L	•	
Total locomotives		3	1	Westinghouse -			
Cars in passenger service— First-class passenger cars————————————————————————————————————		6	2	Westinghouse	2	Miller.	
Second-class passenger cars ('ombination passenger cars Emigrant cars		1	1	Westinghouse	i	Miller.	
Emigrant cars Dining cars Parlor cars							
Parlor cars Sleeping cars Baggage, express, and postal cars							
Baggage, express, and postal cars Other cars in passenger service							
TotalCars in freight service—				Westinghouse -	,	Miller.	
Box carsFlat cars		73					
Stock carsCoal cars		<u> </u>					
Tank cars					!		
Total		76					
Gravel cars Derrick cars Caboose cars							
Other road cars Total Cars contributed to fast freight line service							
Total cars owned		83 20	3	Westinghouse _	· 	Miller.	
Grand total cars		103	3	Westinghouse -	3	Miller.	

Portland and Willamette Valley Railway Company, 1891.

				MILEAGE.	GE.					
			A - MILEAGE	S E	ROAD OPERATED.	ATED.				
Town for near	Line represented capital stork.	Line represented by capital work.	Lineas	Line oper-	Line aper-		Total mile-		Rails	(2)
	dine.	Branches and spars.	companies.	lrane.	contract,		age aperated	during year.	Iron.	Neel
mq y 4 p	. 283		:	,		0,164	28.417			8.45
Miles of fourth track and sidings.	2.840		:		; ;		2 840	,	2.810	
Total mileage oper ated (all tracks)	81.125					0.164	# 950	,	2. Kt0	28, 447
	,	B - MILENGE 1 MILE	ILEAGE OF LINE BY 1 MILEAGE OPERATED BY		STATES AND TERRITO	TERRITORIES HIS REPORT	ORIES			
State or territory	Line represented rapidal stock Main Une, Bra	hine represented by rupital stock Branches an Une, and spars	Line of properties companies	Line oper tener	Line oper- abil under confract,	New Une constructed during year	Total mile- ing trackage rights.	Line oper- oted under friekuge reghts.	Ka Iran,	Rathe.
s	%. %			· :			37.	0.164	,	P. 447
Total mileage oper- ated (single track)	\$ 54 pt	1					\$ K	0.151		
Oregon	1X8 X5	Î ;	CHENGE OWN	CEU BY ROAL	WHEAGE OWNED BY ROAD MAKING THE REPORT.	IX REPORT.	28.26		,	छन े हें।
Total mileage owned (single track)	#5 # 5						29,243		;	DAT NO

RENEWALS OF RAILS AND THES.

	Average price at distributing point.	85 56.	66.3			n. ronsumed per mile.	75 22.67	15.00	31 19
ıcar.	Number.	963	95			Miles run.	19,667.75 61,761.25	200.00	81,629.00
ies luid during s					Total fuel	consumed— tons.	222.97 1,048.90	1.50	1,273.87
New ties laid during year.	Kind.				Cords.	. Ly.	445.94 2,097.81	3.00	2,546,75
		Mountain	Total	Ä	1 00 M	Hard.		P	
	Average price per ton at distributing point.			OF FIRM	I	Bituminous.			
New rails laid during year.	Weight per yard. Pounds.)			NOITAMITSNOX	(bal-	Anthraeile.		; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ;	
	Tune.			SNOO					
	Kind.	Iron	Total iron Steel	Total steel		Locomolives.	Passenger Freight	Construction	Total

Portland and Willamette Valley Railway Company, 1891.

ACCIDENTS TO PERSONS.

,				Empl	oyes.			
Kind of accident.	Trai	nmen.	\flagme	hmen, n. and hmen.		het loyes.	<i>T</i> o	lai.
	Kiwed.	Injured.	Killed.	Injured.	Killed.	Injured	Killed.	Injured.
coupling and uncoupling								
Other train accidents		2	-					
Total		2				2		\ <u> </u>
		Passengers.		Others.				
Kind of accident.	Pass	ngers.	Tresp	assing.		tres- ting.	To	lai.
	Killed.	Injured.	KWed.	Injured.	Killed.	Injured.	Killed.	Injured.
Collisions Derailments Other train accidents At highway crossings At stat ons Other causes								
Total		1						

CHARACTERISTICS OF ROAD.

Portland and Willamette Valley Railway Company, 1891.

	drs.	મેટ્સ ઉપાં (.85)	મુક્તિ કરાયા કર્યા (પ્રાપ્ત આ છે. તારક્ષરમાં આ આ આ આ આ આ આ આ આ આ આ આ આ આ આ આ આ આ આ	11.033	11.033	
	Deseending grades.		(-1554)	452	152	
	Desce		Number,	81	18	
Profile.	des.	Бu	Aggregide le of ascendii Brades, (M	12.63	12.63	
	Ascending grades.	.81	nson of ancen (Feel.)	619	619	
	Jace	 -	Number.	17	17	
		.əuil l	Length of leve (Miles.)	4.62	4.62	
·	əuj	ի հենյո	Length of stro (Miles.)	19,583	19.583	
Alignmen	(.83.) (.83.)	hgth (Mi	Aggregade le Sail byrrus	8.70	8.70	
•		.8%!!	no fo 12quing	8	9 5	
			Miles.	28. 283	28.283	
	Working divisions or branches.		7,-	Dundee	1	
	Working d		FYon	Portland	Total	

Portland and Willamette Valley Railway Company, 1891.

Bridges—Stone—Iron—Wooden—Combination		Number.	ber. Aggregate length. (Feet.)	egate th. A.)	Hinimum length. (Feet.)	Maximum length. (Feel.)	Item.	Number.	Height of lowest above surface of rail. (Fret)
Wooden							Overhead highway crossings— Bridges Conduits		
				25. 180	28 28	180	Tre-tles		;
TotalTotalTunnels			43.2 29,	20, 948	3	2, 536	Overhead railway crossings— Bridges Conduits) ;] ; ; 1 ; 1 ; 4 ; 1 ; 4
							Trestles. Total. Tunnels		
			A.—OWNED	ID BY	TELEGII COMPANY	GRAPH.	THIS REPORT.		
		Operated by this company.	ris company.	-	ı	!	Operated by another company.		
nues of tine. Mues of wire.		Miles of line.	Miles of wire.	<u> </u>	Miles of line.	Miles of wire.	Name of operating company.	mpany.	1
28. 283 28. 288	 	28.283	28.283						
B.—OWNED	BY	ANOTHER	COMPANY	BUT.	LOCATED	NO N	PROPERTY OF ROAD MAKING THIS	S REPORT	و
Hiles of Hne. Hiles of wire	ofre.		Name of owner.	ener.			Name of operating company.	%	
	<u> </u>			! ! !					
	-			f	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	; ; ; ; ; ; ;		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	•

Portland and Willamette Valley Railway Company, 1891.

OATH.

STATE OF OREGON, County of Multnomah.

We, the undersigned, R. Koehler, First Vice-president, and Geo. H. Andrews, Secretary of the Portland and Willamette Valley Railway Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said companies in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

R. KOEHLER,
First Vice-president.
GEO. H. ANDREWS,
Secretary.

Subscribed and sworn to before me this 29th day of September, 1891.

DAVID LORING,

[SEAL]

Notary public in and for Oregon.

REPORT

OF THE

NORTHERN PACIFIC RAILROAD COMPANY.

For the year ending June 30, 1891.

HISTORY.

- 1. Name of common carrier making this report? Northern Pacific Railroad Company.
- 2. Date of organization? September 29, 1875.
- 3. Under laws of what government, state, or territory organized? [If more than one, name all; give reference to each statute and all amendments thereof.] Chartered by act of Congress, July 2, 1864.
- 4. If a consolidated company, name the constituent companies. [Give reference to charters of each, and all amendments of same.] None.
 - 5. Date and authority for each consolidation. None.
- 6. If a reörganized company, give name of original corporation, and refer to laws under which it was organized. Northern Pacific Railroad Company. Chartered by Congress, July 2, 1864.
- 7. [For companies not making operating reports.] What carrier operates the road of this company?

ORGANIZATION.

Names of directors.	Postoffice address.	Date of expiration of term.
Chas. B. Wright Thos. F. Oakes Rosewell G. Rolston Wm. L. Bull Henry Villard Edwin H. Abbot Chas. L. Colby Coigate Hoyt Geo. A. Morrison Chas. T. Barney James B. Haggin James B. Williams David S. Wegg	Philadelphia, Pennsylvania New York City, New York New York New York New York New York New York New York City, New York New York City, New York New York City, New York New York City, New York New York City, New York New York City, New York New York City, New York New York City, New York New York City, New	October, 1893.

Total number of stockholders at date of last election? Four thousand and thirty-nine. Date of last meeting of stockholders for election of directors? October 16, 1890. Give postoffice address of general office. 35 Wall street, New York. Give postoffice address of operating office. St. Paul, Minnesota.

OFFICERS.

Tille.	Name.	Location of office.
Chairman of the board	Henry Villard	New York.
President First vice-president Second vice president	T. F. Oakes	New York.
First vice-president	J. B. Williams	New York.
Second vice president	C. H. Presco t	Tacoma, Wash.
Third vice-president		
Secretary	Geo. H. Earl	New York.
Treasurer	Geo. S. Baxter	New York.
General solicitor	James McNaught	
Counsel		St. Paul, Minn.
Comptroller		
Assistant comptrollerGeneral auditor		
General auditor	J. A. Barker	St. Paul, Minn.
Assistant general auditor	M. P. Martin	St. Paul, Minn.
General manager	W. S. Mellen	St. Paul, Minn.
Assistant to general manager	N. Kline	St. Paul. Minn.
Chief engineer General superintendent	J. W. Kendrick	St. Paul, Minn.
General superintendent	M. C. Kimberly	St. Paul, Minn.
Amisiani generai superintendent	! Geo. W. Dickinson	Tacoma, Wash.
Division superintendent	A. E. Law	Minneapolis.
Division superintendent	F. Greene	Brainard, Minn.
Division superintendent		
Superintendent of telegraph	O. C. Greene	St. Paul, Minn.
General traffic manager	J. M. Hannaford	St. Paul. Minn.
Assistant traffic managerGeneral freight agent		
General freight agent	S. L. Moore	St. Paul, Minn.
Assistant general freight agent	S. G. Fulton	Portland, Or.
General pa-senger agent	C. S. Fee	St. Paul, Minn.
Assistant general passenger agent	B. N. Austin	St. Paul, Minn.
General ticket agent	C. S. Fee	St. Paul, Minn.
General ticket agent	J. C. Pond	St. Paul, Minn.
General baggage agentSuperintendent of express	W. H. Lowe	Sr. Paul, Minn.
Superintendent of express	H. H. Browning	Chicago.
Land commissioner	C. B. Lamborn	St. Paul, Minn.

PROPERTY OPERATED.

[FOR ROADS MAKING OPERATING REPORTS.]

Northern Pacific Railroad Company, 1891.

ntal is couungent	'	il estili Anton Milles III Astro T to T to	7.71	28824	##550	3.55 3.55 3.05 117.65	25.25 25.25 27.36	25.05.25 25.05.25 25.05.25 25.05.25 25.05.25 25.05.25 25.05.25 25.05.25 25.05.25 25.05.25 25.05.25 25.05.25 25.05.25 25.05.25 25.05.25 25.05 25.
Line operated under lease for specified sum. Line operated under contract, or where the rental is coutingent upon earnings or other considerations. Line operated under trackage rights.		To—	Portland, Or.		Smelter Mill		Danier	Chnabar Winnbeg Portage to Prairie Brandon
# + + + + + + + + + + + + + + + + + + +	Terminale.	From—				, ;	Sanborn Jamestown La Moure	Junction
In giving roads, observe the following classification and order 1. Railroad line represented by capital stock: (a) Main line. (b) Branches and spurs. 2. Proprietary companies whose entire capital stock is owned by this company. Name of every railroad the operations of which are included in	•	Name.	1a. Northern Pacific Railroad Company	ib. Northern Pacific Paliroad Company		2. Little Falls & Dakota Sailroud.	Jamestown & Northern Rallroad	Northern Pacific & Manitoba Rallroad

Answer Deflace & Naviestics ('outdaile.	19,48		
Scokere Falls & Idaho Railroad	14,83		
Cleature Ballroad	200	1	
Northern Pacific & Carcade Railroad			
Green River & Northern Railroad	4		
Tecome, Orling & Bothetstern Railroad	8		
◆ 2	4		
	7.2		
	88		
(Taited Railroads of Washington	7		7¥1
	10.2	1, 106, 92	UT
4. James Kiver Valley Railroad	86.5 5.5		CA
	8 8		(e)
	2.08		rn
Northern Pacific & Montana Railman	88		F
	12.58		ue
	85.12 87.12 87.12	******	*{ <i>}</i>
	25		!C
	2		I
	2		K
Spokane & Palouse Railroad	100.43		FEE
	6.00		Te
	28	000	ж
Triple and the second of the s	33	7,000,30	Œ
	12, 12	:	C
	8		W.
lie	1.62		776
_	27.22		<i>p</i>
n Portland			(C)
	2		re g
-	2	AS 650	۲۰
		90 90	-
		4,340,50	00
Since making repart for year ending June 30, 1890, the entire system has been remeasured, and many discrepancies discovered	INCOVERE	d between	<i>71</i> .
the actual mileage and that shown in the last year's report, details of which will be found on page 19.			
	*** ******		
		8	
		á	
		4,852,56	
Miles of Inc. 40 1001	,	00'00'	
NOTE.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent	e romm	inston sent	
We the friedry company Frank J miller, chert.]			

STATEMENT

Showing difference between mileage shown in report of June 30, 1891, and actual measurement made since.

Name.	New Mileage.	Old Mileage.	Incre'se	Decre' se
Northern Pacific Railroad—				{
Ashland to Portland, etc.	2, 137. 14	2, 134. 10	3.04	
Alloues to Duluth	7.71	7.70	.01	
Cokedale Branch	3.59	3.60		.01
Spur-	15.97	4.00	11.97	
Cleulum Railroad	3.44	3.44	i	:
Northern Pacific, La Moure & Missouri River Railroad	21.30	21.30		l
Spokane Falls & Idaho Railroad	14.39	13, 60	.79	,
Northern Pacific & Cascade Railroad —			;	1
Cascade to Wilkeson and Carbo	10.07	10.40		.33
Crocker to DoutyGreen River & Northern Railroad —	5.30	5. 30	İ	!
		1	Í	ł
Palmer to Durham	2.90	2.90		
Northern Pacific & Puget Sound Shore Railroad	31,42	30, 50	1 .92	
Tacoma, Orting & Southeastern Railroad	7, 65	7, 60	1 .05	!
Rocky Fork & Cooke City Railroad	45, 43	46.75		1.32
Duluth, Crookston & Northern Rail oad.	22.80	22, 80		
Jamestown & Northern Railroad Extension	18.03	18.00	.03	
Northern Pacific & Manitoba Railroad	263, 54	264. 20		. 66
Cœur d'Alene Railway & Navigation Company	38, 51	38, 44	.07	
James River Valley Railroad	63.75	64, 20	45	
Little Falls & Dakota Railroad	89.08	87.80	1	1.28
Fargo & Southwestern Railroad	87.41	87, 40	.01	1
Sanborn, C. & Trurtle Mountain Railroad	36, 75	36.50	25	
Jamestown & Northern Railroad	102.59	102,50		
Rocky Mountain Railroad of Montana	52, 61	51.70	.91	
Helena & Jefferson County Railroad	20.58	20. 10	48	
Northern Pacific & Montana Railroad —	20,00	20. 10	. 40	
Jefferson to Calvin	30, 05	30.00	.05	j
Clough Junction to Marysville	12.58	12.50	90	
Missoula to Grantsdale	50.83	50.50	.33	
Drummond to Rumsey	32. 12	32, 20		.08
Logan to Butte	70.88	70.50	38	ı .w
MUSGU W DULVG	10.00	70.30	.00	
Total	3, 298. 42	3.280.53	20.74	2.85

STATEMENT

Showing difference between mileage shown in report of June 30, 1891, and actual measurement made since.

Name.	Correct Mileage.	Old Mileage.	Incre'se	Decre's
Central Washington Railroad Duluth & Manitoba Railroad Spokane & Palouse Railway Northern Pacific, Fergus & Black Hills Railroad St. Paul & Northern Pacific Railroad Helena & Red Mountain Railroad Great Northern Railroad Minneapolis Union Railway Minneapolis & St. Louis Railway Chicago, St. Paul, M. & Omaha Railroad Northern Pacific Terminal Company St. Paul & Duluth Railroad Superior Short Line Railway (one-half owned) Union Depot, St. Paul Southeastern Dakota Railroad	88. 54 205. 77 105. 43 117. 05 181. 70 17. 08 12. 12 2. 60 1. 62 3. 70 1. 32 24. 60 1. 54 . 56 8. 90	87. 50 206, 74 104. 40 117. 10 175. 74 16. 70 12, 12 2. 60 1. 62 3, 70 1. 30 23. 50	1.04 1.03 5.96 .38 .02 1.10 1.54 .56	.05
Total	4,070.95	4,042.46	28. 49	1.03

OPERATION. FOR ASSIGNED LEASED OR OTHERWISE PROPERTY

[FOR ROADS NOT MAKING OPERATING REPORTS.]

of which from lease, or from other assignment for operation, is included in the income account, page 33.

Name of railroad the income

Northern Pacific Railroad Company, 1891.

•		 -	-
of line.	85\i <u>J</u> K.		mission
areg v cointac npot eu c	odo o fo opuj		h the com
By what company operated.			attention to the page of the b'ank report which the commission
Terminals.	70-		
Tern	From-		bove table is made to
Name.		Total	[Note.—Where reference in the above table is made to a page, it directs sent to the railroad company.—Frank J. Miller, clerk].

Northern Pacific Railroad Company, 1891.

	Dividends declared during year. Rate. Amount.	65 K P W W	Remarks	ceedings whereby said mortgage was foreclosed. Copy of plan of reorganization filed with report for the year cuding June 30, 1889.
	Total amount issued indoni- mending	\$ 49,000,000 00 36,65%,612.45	# 45, 658, 612 45 Total cash real-	\$ 49,000,000 00 51,000,000 00
OCK.	Total par raine authorized.		Total number of shares isoured,	210,000 510,000 1,000,000
CAPITAL STOCK.	For vulne of wharen.	\$ 100 DH	Cash realized on and insured during year.	
ES	Number of wharve authorized	<u> </u>	Number of shared during year.	0
,	Description.		Total Manner of payment for capital stock.	Common Preferred Total

FUNDED DEBT.

MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

MORTGAGE BONDS.

Northern Pacific Railroad Company, 1891.

	Time.	Ę.	Junom F			Cash real-			Interest.	
Class of bond or obligation.	Date of issuc.	When due.	authorized issue.	Amount issued.	Amount outstanding.	tzed on amount issued.	Rate.	When payable.	Amound accrued during year.	Am't paid during year.
General first mort-	1881	1921	\$ 46, 943, 000 00 \$ 46, 943, 000 00	\$ 46, 943, 000 00	44, 482, 000	, 482, 000 \$44, 135, 230 80	35	Jan., July	July \$ 2,692,020 00 \$ 2,706,480 00	\$ 2,706,480 00
mortgage.	1883	1933	20, 000, 000 00	20, 000, 000 00	19, 626, 000	19, 626, 000 16, 485, 989 76	Ž	Apr., Oct.	1, 183, 380 00	1, 192, 320 00
gage	1887	1937	12, 000, 000 00	11, 333, 000 00	11, 298, 000	9,034,921 00	Ã.	June. Dec.	675, 950 00	674, 775 00
gage Triefel	1869	1989	160, 000, 000 00	42, 687, 000 00	42, 587, 000	37, 817, 590 32	*	June, Dec.	1,443,571 82	1, 294, 843 42
mortgage	1879	1919	2, 500, 000 00	2,500,000 00	1,965,000	2, 199, 738 00	త	May, Nov.	120, 650 00	119, 745 00
mortgage	1879	1919	4, 500, 000 00	4,500,000 00	1, 348, 000	4, 325, 599 75	\$	Mar., Sept.	91, 133 46	99,660 00
extended	1887	1907	4, 640, 821 20	4,640,821 20	645,500	4, 640, 821 20	\$	Jan., July-	40, 369 00	43,840 23
Total			\$250, 583, 821 20 \$132, 603, 521 20 \$12	\$132, 603, 821 20	_	,951,500 118,939,950 83			\$ 6,247,074 28 8 6,131,663 65	\$ 6, 131, 663 65
					_	_		_	-	

*Consolidated mortgage is intended to retire prior mortgages.

FUNDED DEBT .- CONTINUED.

EQUIPMENT TRUST OBLIGATIONS
A.—General Statement.

Northern Pacific Railroad Company, 1891.

Series or other designation.	Date of contract.	Term.	Number of pay-		Equipment covered.	-	Remarks.	!
N. W. Equipment Company	1889	10 years	One.	% locom 2,680 box cq 500 con a No Avent 10 paver 50	locomotives box carr coal and dump cars pavernger carr			
	1	R.—Sta	B.—STATEMENT OF AMOUNT.	IOUNT.				1
	Check portet on	Deferred paym	Deferred payments—principal		Inferred p	Deferred payments interest.	reak.	
Serien or other designation.	courty of	Original amount.	Amount outstanding.	Original amount.	Amount outstanding.	during year.	Am't pasd during year.	Ratr.
N. W. Equipment Company	*****	4		- 1	4			£
	***					**********		
Total Miscellaneous obligations, 7 p. 19								
Total "miscel obligations".							* * * * * * * * * * * * * * * * * * * *	
	 - -						1.	!

Contract mentioned above provides for the purchase by the Northern Pacific Railroad Company of the equipment described in October, i the trustee annually an amount in cash or bonds equal to 10% of the purchase price, as collateral n the meantime the railroad company pays as rental for use of equipment. We per annum on cost toe.

RECAPITULATION OF FUNDED DEBT.

	paid year.	6, 181, 668 65 210, 000 00	6, 341, 663 65	•
	Amount paid during year.	8 6,1	6,3	
Interest.	Amount accrued during year.	\$ 6,247,074 28 210,000 00	\$ 6,457,074 28	-
Amount	outstanding.	\$ 121,951,500 00 3,000,000 00	\$ 124,951,500 00	
	Amount issued.	\$ 132, 603, 821 20 3, 000, 000 00	\$ 135,603,821 20	•
	CHASS OF CLOS.	Mortgage bonds, page 19 Miscellaneous obligations, page 21 Income bonds, page 19	Total	

RECEIVER'S CERTIFICATES.

	-	Rafe.	· 	F 1 1 2 2 3 4 1 5 1 5 1 5 1 5 1 5 1 5 1 5 1 5 1 5 1	; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ;	
Interest		Amount paid during year.		***************************************		
		Amount accrued during year.		9 3 1 1 4 9 8 8 8 8 8 7 1 9		
Principal		or otherwise disposed of		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		
Prin	1	Amount paid during year.		***************************************		
	Amount	omeninany.		****************		
	Amount issued.			1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		
	Date troned.					Total

[Notr.—Where reference in the above tables is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—Frank J. Miller, clerk.]

LIABILITIES.

AND

CURRENT ASSETS

Northern Pacific Railroad Company, 1891.

Current thubitales arranged to and including June 30, 1891.	Andited vouchers and accounts Wages and salaries Net traffic balances due to other companies Dividends not called for Matured interest coupons due July 1) (Guarantee Bcb. Eda.) Total	
thek and current assets available for payment of enercul liabilities.		

* Materials and supplies on hand, 72, 149, 257.72. [See general balance sheet, page 49.]

RECAPITULATION.

A.- FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

	Kendria			
Amount per wite of road.	уклош у		57, 699 62 57, 699 62 927 41	65, 107 21
Amount per	Miles	1	8, 224. R2 8, 234. K2 8, 234. K2	8, 284, 82
on ment.	To other proper-			
Apportionment,	To railroade.	1		***************************************
Total amount	outstanding.	1	\$ 85, 659, 612 45 121, 961, 500 00 8, 000, 000 00	\$210,610,112 45
	-ternant	-	Capital stock, page 17	Total -

[Note.—Where reference in the above tables is made to a page, it directs attention to the page of the blank report which the commission sent to the rathroad company.—Frank J. Miller, clerk.]

Northern Pacific Railroad Company, 1891.

Inound per mile of road.	Amount	# 65, 107 21 30, 728 14	24,802 72	24,789.81	46,848.41	25,042 133	22,790 23	54, 114 71 80, 788 99	\$ 58,095 17
I handal.	Miles,	8, 254, KB 68, 75	111.62	206, 77	17.08	108,54	318,54	38,51 181,70	4, 280, 23
	- Charle	\$ 210,610,112 45 1,963,000 00	3,786,000 00	5, 101, 000, 00	ноо, оно оо	3,250,000 00	7, 279, 600 00	2, 258, 000 00	\$ 248,660,712 45
A	יינדרידאי האוסמותוכב.		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1						
Charles Andrew	Fighting dear	\$ 114,931,500 OH	3, 766, 000, 00	8, 101, 000 00	400,000 00	1,750,000 00	5, 331, 000 00	1, 288, 000 00	\$ 147,973,500 00
Account of the second	Same trendity	\$ %,65%,612 45 1,000,000 00	1,000,000 00	2,000,000 00	400,000 00	3,500,000 00	1,878,600 00	1,000,000 00 6,250,000 00	\$ 100,687,212.46
	· pobac de langue	Lundu	TOOLING PARTIES AND A MANAGEMENT A MANAGEMENT AND A MANAG	pathy or presented Name of Collection	is or they multiplied particular	DATE TO SERVICE THE SERVICE TH	Total Company	Company.	Total

[Notz.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company —FRANK J. Miller, eleck.]

			λ	Torthe	rn P	acifi	c R	ailr	oad _	Com	pany,	1891.		
)		Out per mile								\$ 54,921 K3			5, 1942 35 5 59, 914 1A
IMPROVEMENTS.	, - -	Total cost	lo June 30, 1891.	\$ 69, 520, 191 17 301, 067 49	20, 961, 136 59	3 4 8	£53	2, 860, 610 11 4,534, 862 15	285 285	1, 899, 104 75 27, 284 99 16, 165, 716 34	500,000 60 2,885,451 86 \$174,427,408 36	5,871,805 09 949,659 47 736,813 29 294,816 35	9523	# 19, 884,
		Total cost	. 	\$ 70,281,641 64	194, 145 61 283, 828 13 20, 753, 844 12	K, 812, 624-81 11, 847, 562-89 2, 218, 729-88	4, 189, 301 06 5, 548, 205, 04	2, 481, 444 96 4, 548, 479 96	278, 835 04 445, 478 22	1, 646, 310 92 467, 567 09 10, 450, 039 03	500,000 00 2,678,969 93 \$165,978,860 44	4, 814, 976 00 842, 886 57 733, 676 61 294, 116 85	8,871,503 68 180,451 49 8,032,526 49	9 17, 171, 459 61 8;15, 171, 459 61 8;155, 150, 150 05
PERMANENT	year.	Not included in operating expenses	Charged to construction or equipment.		46, 968 99 19, 286 00 210, 282 47	45, 989, 74 196, 496, 52 2, 575, 52	18,944 98 627,146 21	9,596 19	24, 200, 14 11, 021, 14 14, 021, 14	252, 7351 AS Cr. 440, 302 10 3, 215, 677 31	25h, 464 98 \$ 8, 44h, 547 92	756,829 09 107,073 90 2,636 64 700 00	1,256,109 10 64,850 87	\$ 2,212,667 d3 \$ 10,641,545 %
I, AND P.	Expenditures during year.	Not included in o	Charged to theome account da permanent improvements.	1	6), 694 28	5,555 82 6,555 82	* *** * ****	***************************************			60,000 00			28, 400 00 28, 400 00 1153, 659 05
QUIPMENT	Erpe		Included in operating crpenses.			9 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1								
COST OF ROAD, EQUIPMENT				lands acquired	ert masoury		11,66		r construction	013	it. P. & D.	ning cars		tion, equipment, etc
COST OF			Hon.	į 1	. 12	. '	• • •	* 1 \$		Perculus inclines and sievalors	Purchase of constructed road, one-half interest, 23% miss, St. P. & D.	ning cara.		Total equipment

INCOME ACCOUNT.

· [FOR ROADS MAKING OPERATING REPORTS.]

		
Gross earnings from operation, page 35	\$ 25,398,999 20 15,050,013 72	
Income from operation		
Deficit Dividends on stocks owned, page 37 Interest on bonds owned page 39	S 605 918 67	
Interest on bonds owned, page 39	5 208 02	
Miscellaneous income, less expenses, page 41	627, 958 44	
Income from other sources		1,328,500 13
Total income	******	\$ 11,677,485 61
Deductions from Income	t	ı
Interest on funded debt accrued, page 23. Interest on interest-bearing current liabilities accrued, not otherwise provided for	3 6,457,074 28	
Rents, page 47, A	9 098 755 00	
	460 804 44	
Taxes	150 000 05	
Permanent improvements, page 29	100,009 90	
Other deductions	656, 668 40	
Total deductions from income	1	<u> </u>
Net income		
Dividande d common stock		
Dividends, 4, common stock. Dividends, 4, preferred stock, quarterly, four quarters	€ 1 470 ACC 00	
Other payments from net income	1, 172, 300 00	
Total		1,472,466 00
		!
Surplus from operations of year ending June 30, 1891 Deficit from operations of year ending June 30, 1891		\$ 438, 296 55
Less charged in profit, and less previous year, see opposite		100, 147 50
	Î	
Surplus on June 30, 1890 (from general balance sheet, 1890 report)	1 576 008 70	ig 990, 199 W
Surplus on June 20, 1020 (from general palance sheet, 1020 report)	9 490 519 65	
Surplus on June 30, 1890, accumulated sinking fund	3, 420, 513 65	4,997,512 37
Additions for year		
Deductions for year		
·	ĺ	1
Surplus on June 30, 1891 (for entry on general balance sheet, p. 51). Deficit on June 30, 1891 (for entry on general balance sheet, p. 49)		
The operation of the consolidated mortgage practically conver	ts the funded d	ebt from a sink-
ing fund to a non-sinking fund debt, and necessitates following tre	insfers as of Jun	e 30, 1890.
Balance profit and loss June 80, 1890		\$ 1,576,998 72
Balance profit and loss June 30, 1890	mas	3, 420, 513 65
Cinhima Ann 3 commo 3 materials from an energy in the second seco		\$ 4,997,512 37
Sinking fund accrued prior to June 30, 1890, improperly charged to and loss	pront \$ 109,752-50)
and loss. Bonds in sinking fund computed at 110 as per mortgage now redupar.	ced to 209, 900 00	D— 100, 147 50
Correct balance as of June 30, 18:0		\$ 4,897,364 87
		• •
[Note.—Where reference is made in the above table to a page. I of the blank report which the commission sent to the railroad clerk.]	company.—Fr.	ANK J. MILLER,

INCOME ACCOUNT.

[FOR BOADS NOT MAKING OPERATING REPORTS.]

	- 	· · · · · · · · · · · · · · · · · · ·
Income from lease of road		
Income from lease of road		*******
Interest on honds owned ness 20		
Interest on bonds owned, page 39		
bilacenaucous income, icos expenses, page 11.1		
Income from other sources		
Total income		
Deficit		
Deductions from income—		
Salaries and maintenance of organization		
Interest on funded debt secreted need 93		
Interest on funded debt accrued, page 23. Interest on interest-bearing current liabilities accrued, not other-		
wise provided for		
Rents, page 47, A		
Тахра	1	
Permanent improvements, page 29Other deductions		1
Other deductions		
'Total deductions from income		
	•	
Net income		
Deficit		
Dividends, -, common stock		
Dividends, - preferred stock		
Other payments from net income		
m- 4 - 1		
Total		
Surplus from operations of year ending June 30, 1891		
Defeit from operations of year ending June 30, 1891		
Deficit from operations of year ending June 30, 1891	! !	
Deficit on June 30, 1890 (from general balance sheet, 1890 report)		1
Denote on June 30, 1030 (10m general batance sneet, 1030 report)	1	
Additions for year		
Deductions for year		
	i	
Surplus on June 30, 1891 (for entry on general balance sheet, p. 51)		1
Deficit on June 30, 1891 (for entry on general balance sheet, p. 49)		
	1	1
		·

[[]Note.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]

EARNINGS FROM OPERATION.

Itcm.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Passenger— Passenger revenue	\$ 261,389 94		
I ges ransymants	<u></u>		
Tickets redeemed.		477 35	
Excess fares refunded			
Other repayments		1,000 40	***************************************
Total deductions		\$ 2,257 76	
Total passenger revenue			\$ 259, 132 18
Mail			
Express	1	1	7 615 54
Extra baggage and storage $\left\{ \$2,701\ 01_{-118} \right\}$			2,912 42
Extra baggage and storage. \{ \begin{aligned} \\$2,70\cdot 01 \\ 118\cdot 41\cdot storage_\cdot \\ \} \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\	,		4,945 3 ₅
Total passenger earnings	!		
Freight— Freight revenue	. 200,4 56-66		*************
Less repayments— Overcharge to shippers		\$ 954 56	
Other repayments	1	8 954 56	
10tal acatemons		004 00	
Total freight revenueStock yards			
Elevators			
Other items, Stor. and Dem.			558 00
Total freight earnings			\$ 200,060 10
Total passenger and freight earnings () ther earnings from operation— Car mileage, balance Switching charges, balance Telegraph companies Rents rom tracks, yards, and terminals, page 41.	-		\$ 481,005 22
Car mileage, balance	. 3 710 20		
Telegraph compenses	. 1,796 00 1 20 10		
Rents rom tracks, yards, and terminals nage 41	- 00 12		
Rents not otherwise provided for			
Other sources			
	1	i	
Total other earnings		!	\$ 2,536 32
Total gross earnings from operation, Oregon. Total gross earnings from operation, entire			\$ 483,541 54
line			
Division of entire line above is as under.			
Rail earnings			\$20,834,979 41

\$25, 398, 999 **20**

NOTE.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]

STOCKS OWNED.

- Name.	Total par value.	Rate.	Income or dividend received.	Valuation.
Preferred stock Northern Pacific, Fergus & B. H. R. R. Co.		4%	\$ 412 00	\$ 5,954 03 50,000 00
Northern Pacific Coal Company Northern Pacific Express Company Lake Superior Ter. & Transfer Railway Co		Netrev.	153, 627 75	579, 166 66 335, 000 00 15, 700 00
Superior Consolidated Land Company Tacoma Land Company St. Paul & Northern Pacific Railway Co	500, 050 00 3, 801, 300 00	6%	537,009 92	586, 500 00 250, 025 00 1, 798, 900 00
Montana Union Railway Company Northern Pacific & Montana Ry Co. (Subs.) Cœur d'Alene Railway & Navigation Co	1,000,000 00			425,000 00 50,000 (0 250,000 00
Minnesota Transfer Railway Company Seattle, Lake Shore & Eastern Railway Co. Yellowstone Park Association	3, 162, 650 00 200, 495 09		4 000 00	7,000 00 1,423,192 50 200,495 09
St. Paul Union Depot Company		65	4, 200 CO	70,000 00 125,000 00 11,650 00 50,000 00
World's fair, Sub. to	13,333 33 \$26,187,782 45		\$ 695,248 67	13, 838 38

Cost, \$6, 246, 916, 61.

BONDS OWNED.

Name.	<i>T</i> 0	lal par value.	Rate.	come or divi-		Valuation.
Minnesota Transfer Railway Company St. Paul East rn Grand Trunk Railway General second mortgage bonds (wood	!	101,000 00 10,000 00	5% 6%	\$ 985 02 600 00	*	101,000 00 9,595 08
insurance fund)	İ	10,000 00 7,000 00 6,768 12	64 5%	 600 00 210 00		9, 381 25 7, 000 00 6, 768 !2
St. Paul & Northern Pacific Railway Company bonds		174,000 00		2,900 00		200, 390 00
Total	8	308, 768 12		5, 298 02		331, 134 45

Cost, \$334, 134. 45.

RENTALS RECEIVED.

RENTS RECEIVED FROM LEASE OF TRACKS, YVRDS, AND TERMINALS.

Designation of property.	Situation of property leased.	Name of company using property leased.	Item.	Total.
Tracks, yards and				
	St. Paul to Minneapolis	Minn. & St. Louis R'y	\$ 59,681 01	
Tracks. yards and	St. Paul to Minneapolis	M., S. St. M. & A. R'y	61,565 94	
Tracks, yards and	ot. raul to millieapolis	m., 5. St. M. & A. R. y	01,000 91	
terminals	St. Paul to Minneapolis	C., St. P. & K. C. R'y	38,908 52	
Tracks, yards and	Or Dead	G. D 1 4 G. G. D. 11- D.	4 5 47 .30	
	St. PaulSt. Paul	St. Paul & St. C. Falls R'y_ Wisconsin Central R'y	4,547 20 14,965 40	
Tracks, yards and		Wisconsin Central R J	14,505 40	
terminals	Minneapolis	Minn. & Pac. Co	4,063 19	
Tracks	Fergus Falls and Brecken-		0 555 00	1
Tracks	ridge	Great Northern R'y Co C., St. P., M & O. R'y Co		
		Eastern Railway of Minn.		
Tracks, yards and	•	ĺ	-	ĺ
		Duluth, So. Shore & Atl		
	Washington	St. Paul & N. P. Co.	1,200 00 12,800 77	
		Duluth & Winnipeg R. R.		
_•	_			
Grand total rents	received			\$ 247,455 11

MISCELLANEOUS INCOME.

Item.	Gross income.	Less expenses.	Net miscellaneous income.
Interest on yard property, St. Paul Rent of grounds to private parties Rocky Fork Coal Company Interest on cost of St. Louis river bridge used in common with other roads Net earnings Yesler wharf Sale of land at Marshall grade Unclaimed wages Pullman Palace Car Co., adjustment of account Sundry accounts Adjustment Wisconsin Central rental Land receipts applicable to sinking fund	16, 386 75 13, 333 33 12, 360 05 7, 310 19 2, 590 00 14, 908 21		
Total			\$ 627,953 44

OPERATING EXPENSES.

[Apportionment between passenger and freight traffic is estimated according to the rule prescribed by the interstate commerce commission.]

Item.	Chargeable to passenger traffic	Chargeable to freight traffic.		Total.
Maintenance of way and structures—		<u> </u>	1	
Repairs of roadway	8 7:0,522 20	8 1, 279, 914 61	\$	2,000,436 81
Renewals of rails.	65,467 40	135,530 43		200, 997 83
Renewals of ties	200, 734 04	337,771 26	i	538, 505 30
Repairs of bridges and culverts	343,716 18	607, 945-57	1	951,661 75
Repairs of fences, road-crossings, signs, and cat-	20,587 86	48 915 0=		62 000 01
tle guards		45, 315 05 169, 546 56	1	65, 902 91 259, 015 13
Repairs of docks and wharves	9,738 42	19, 153 03	1	28, 889 45
Repairs of telegraph	10,867 68	20,619 44		\$1,517 1 2
Other expenses.		36, 996 16		57, 22 2 01
Total	8 1, 481, 326 20	\$ 2,652,822 11	.\$	4, 134, 148 31
Maintenance of equipment—	1	1 200 210 21	+	
Repairs and renewals of locomotives	202, 786 15	607, 645 60		. 810, 431 78
Repairs and renewals of passenger cars	373, 078 97	1,000,743 97		373, 073 97 1, 000, 743 97
Repairs and renewals of ferry-boats, tugs, floats,	. [1 ' '		•
barges, and river steamers	1,949 37	2,539 41		4,788 78
Shop machinery, tools, etc.	22, 151 41	39,040 56	!	61, 191 97
Other expenses				
Total	\$ 599,960 93	\$ 1,650, 2 69 54	8	2, 250, 230 47
Conducting transportation—		1	•	
Wages of enginemen, firemen, and round-house-	110 510 90	1 014 000 30	1	1 16 1 600 46
Fuel for locomotives	448, 510 88 448, 120 27	1,016,098 58 1,421,510 41	1	1, 464, 609 46 1, 869, 680 68
Water supply for locomotives	39, 326 71	75, 163 80	1	114, 490 51
All other supplies for locomotives	21,629 22	49,858 88	i	71, 488 10
Wages of other trainmen.	292,544 18	795, 311 25	1	1,087,855 43
All other train supplies.		112,023 30	1	296, 880 41
Wages of switchmen, flagmen and watchmen	87,563 57	279, 316 72		366, 870 29
Expense of telegraph, including train dispatch.	1	1	ł .	J
ers and operators	146,837 52	253, 567 14	1	400, 404 66
Wages of station agents, clerks, and laborers	156, 980-12	638, 277 49		795, 257-61
Station supplies	18,844-50	45, 206 24	ţ	64,059 74
Switching charges	6 43	28, 316 93	İ	24, 323 36
Car mileage, balance				
Loss and damage		117,838 54	1	171, 228 67
Injuries to persons.	82,441 18	35,900 02	1	118,341 15
Barges, floate, tugs, ferry-boats, expenses of, in-	31, 493 94	39,054-69	-	70, 548 63
cluding wages, fuel, and supplies Other expenses	17, 260 55	56,018 82	1	73, 274 37
•		! <u></u>	ا	
Total	\$ 2,030, 296 26	8 4, 962, 957 81	ļ \$	6, 993, 254 07
Salaries of officers	77, 338-51	169, 681-24	İ	247,019 75
Salaries of clerks		238, 435-74		339, 607 80
General office expenses and supplies.	31,550 94	69,012 65	1	100, 563 59
Agencies, including salaries and rent	1 2 8, 724 61	115,881 48	1	244,606 09
Advertising	112, 176 38	666 93	Ì	112,843 31
Commissions	85, 716-93	31,474 55	ļ	117, 191 48
Insurance and loss by fire	18,083 96	48,605 15	•	61,649 11
Expense of fast freight lines	4 .242 8.1			4 101 (A)
Expense of traffic associations	4, 292 73	59,839 19	1	64, 131 92
Expense of stock yards and elevators	73,038 31	1, 173 70 36, 573 23	1	1, 173 70 109, 611 54
Rents for tracks, yards, and terminals, page 47, B Rents not otherwise provided for	१७, ५७५ अ	30, 515 23	1	100,011 04
Legal expenses	34,516 83	76,649 81		111, 166 64
Stationery and printing	34, 172 40	69, 431 42	1	103,603 82
Other general expenses.	25, 465 34	83,706 78	ĺ	59, 172 12
	8 726, 249 00	·	\$	1,672,380 87

[Note.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]

OPERATING EXPENSES—CONCLUDED.

[Apportionment between passenger and freight traffic is estimated according to the rule prescribed by the interstate commerce commission.]

Item.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
Recapitulation of expenses— Maintenance of way and structures Maintenance of equipment Conducting transportation General expenses	\$ 1,481,326 20 599,960 93 2,040,296 26 726,249 00	\$ 2,652,822 11 1,650,259 54 4,962,957 81 946,131 87	\$ 4, 134, 148 31 2, 250, 230 47 6, 993, 254 07 1, 672, 380 87
Grand total Percentage of expenses to earnings, entire line	\$ 4,837,832 39	\$10, 212, 181 33	\$ 15,050,013 72 59 25
Operating expenses, Oregon— Maintenance of way and structures Maintenance of equipment Conducting transportation General expenses	40, 854 63 10, 436 94 61, 351 86 80, 938 89	33, 700 26 12, 661 04 123, 311 98 22, 769 88	74,554 89 23,097 98 184,663 84 53,703 27
Total	\$ 143,576 82	\$ 192,443 16	3 336, 019 98 69. 5

Division of operating expenses shown above is as follows:

Name of Line.	Passenger.	Freight.	Total.
Rail line	\$ 4,822,483 17 15,399 22	\$10, 182, 883 68 29, 297 65	\$ 15,005,316 85 44,696 87
Total	\$ 4,837,832 39	\$10, 212, 181 33	\$ 15,050,013 73

RENTALS PAID.

A.-RENTS PAID FOR LEASE OF ROAD.

Name of road.	Interest on bonds guaranteed.	Dividends on stocks guaranteed.	Cash.	Total.
St. Paul & Northern Pacific R'y Co. Little Falls & Dakota R'y Co. N. P., Furgus & B. H. R. R. Co. Fargo & Southwestern R. R. Co. Jamestown & Northern R. R. Co. S. C. & Turtle Mountain R. R. Co. Rocky Mountain R. R. of Montana Helena & Jefferson Co. R. R. Co. Helena & Red Mountain R. R. Co. N. P. & Montana R. R. Co. Cœur d'Alene R'y & Nav. Co. Central Washington R. R. Co. James River Valley R. R. Co. Spokane & Palouse Railway Co. Duluth & Manitoba R. R. Co.	28, 991 78 38, 644 66 28, 843 20 83, 686 67 11, 620 54 16, 495 11 6, 412 98 24, 000 00 322, 146 66 59, 220 00 105, 000 00 57, 780 00		\$ 1,024,057 94	\$ 1,024,057 94 1,014,698 05
Total rents, A		***************************************		\$ 2,038,755 99

B.—RENTS PAID FOR LEASE OF OTHER PROPERTY.

Designation of property.	Situation of property leaved.	Name of company owning property leased.	Item.	Total.
Tracks— Yards—	Minneapolis Superior	St. Paul, M. & M. R'y Minneapolis Union R'y C., St. P., M. & O. R'y Seattle & Northern R'y	1,921 15	92,023 22
Terminals—	Portland, Or	Northern Pacific Ter. Co Winnipeg Trans. Co Wisconsin Central Co	15, 0∠1 65 466 67 2, 100 00	17,588 32
Grand total, B				\$ 109,611

COMPARATIVE GENERAL BALANCE SHEET.

Northern Pacific Railroad Company, 1891.

Year ending June 30, 1891.	Increase. Decrease.	\$ 8,444,517 92 8 468,700 00 10,020,383 90 82,700 00 835,700 10,020,383 90 82,715,019 02 82,715,019 02 82,715,019 02 82,715,019 02 82,715,019 02 82,715,019 02 82,715,019 02 82,715,019 03 82,762 00 82,711 30 82,762 00 822,618 41 823,139 06 83 823,139 06 88 22,618,464 96
, 1801.	Total.	
June 30, 1891.	Ilem.	\$174, 427, 408 86 19, 384, 187 24 6, 246, 916 61 334, 134 46 187, 416 85 5, 686, 840 05 2, 146, 257 72 2, 146, 257 72 2, 146, 257 72 2, 146, 257 72 2, 146, 257 72 2, 146, 257 72 2, 146, 257 72 2, 178, 289 44 6, 385, 651 42 6, 385, 651 42
. Lawrie,	,	Other assets Materials and supplies Singling find Singling find Singling for Singliffice Grand total Liabilities Profit and lose Invested in stabiling fund, \$4,006,005,32 Surplus Grand total
, 1890.	Total.	\$ 213, 920, 655 71 \$ 65, 963, 323 80 112, 219, 778 72 6, 775, 081 42 563, 431 96 178, 879 23 370, 744 00 2, 505, 671 03 4, 967, 512 37
June 30, 1890.	Jien.	\$165,978,880 44 17,171,489 61 4,188,857 46 787,894 45 1,680,286 10 1,680,286 10 2,880,961 92 3,420,961 92 3,420,513 65 1,576,998 72 3,420,613 65 1,576,998 72 3,420,513 65

[Norg.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—Frank J Millien, elerk.]

IMPORTANT CHANGES DURING THE YEAR.

1. All extensions of road put in operation.	
None. 2. Decrease in mileage by line abandoned or line straightened.	
None.	
3. All important physical changes (other than those above referr	ad to).
None. 4. All leases taken or surrendered.	
None.	
5. All consolidations or reorganizations effected.	
None. 6. All new stocks issued.	
None.	
7. All new bonds issued.	
Bonds issued—	
General third mortgage bonds	.\$ 109,000 00
Consolidated mortgage bonds	10, 337, 721 25—\$10, 440, 721 26
Missouri division bonds	. 165,000 00
	576,000 00— 741,000 00
Bonds retired by sinking fund— General first mortgage	2 461 000 00
General second mortgage	374,000 00— 2,835,000 00
General second mortgage Third mortgage bonds retired by issue of consols Dividend cortificates cancelled	35,000 00
Dividend certificates cancelled	104,000 00
SECURITIES PURCHASED.	
	\$ 3.028.32
Northern Pacific preferred stock	\$ 3,028 32 2 5,000 00
Northern Pacific preferred stock	\$ 3,028 32 25,000 00 798,800 00
Northern Pacific preferred stock	\$ 3,028 32 25,000 00 798,800 00 1,400 00
Northern Pacific preferred stock Northern Pacific Express Company stock St. Paul & Northern Pacific Railway stock Superior Consolidated Land Company stock Seattle, Lake Shore & Eastern Railway stock Duluth Union Depot Company stock	798, 800 00 1,400 00 1,173, 192 50 125, 000 00
Northern Pacific preferred stock Northern Pacific Express Company stock St. Paul & Northern Pacific Railway stock Superior Consolidated Land Company stock Seattle, Lake Shore & Eastern Railway stock Duluth Union Depot Company stock	798, 800 00 1,400 00 1,173, 192 50 125, 000 00
Northern Pacific preferred stock Northern Pacific Express Company stock St. Paul & Northern Pacific Railway stock Superior Consolidated Land Company stock Seattle, Lake Shore & Eastern Railway stock Duluth Union Depot Company stock Virginia Land & Townsite Company stock Northern Pacific, Yakima & Kittitas Irrigation Company stock	798, 800 00 1,400 00 1,173, 192 50 125, 000 00 11,650 00 50,000 00
Northern Pacific preferred stock Northern Pacific Express Company stock St. Paul & Northern Pacific Railway stock Superior Consolidated Land Company stock Seattle, Lake Shore & Eastern Railway stock Duluth Union Depot Company stock	798, 800 00 1, 400 00 1, 173, 192 50 125, 000 00 11, 650 00 50, 000 00 13, 333 33
Northern Pacific preferred stock Northern Pacific Express Company stock St. Paul & Northern Pacific Railway stock Superior Consolidated Land Company stock Seattle, Lake Shore & Eastern Railway stock Duluth Union Depot Company stock Virginia Land & Townsite Company stock Northern Pacific, Yakima & Kittitas Irrigation Company stock World's Fair stock	798, 800 00 1, 400 00 1, 173, 192 50 125, 000 00 11, 650 00 50, 000 00 13, 333 33
Northern Pacific preferred stock Northern Pacific Express Company stock St. Paul & Northern Pacific Railway stock Superior Consolidated Land Company stock Seattle, Lake Shore & Eastern Railway stock Duluth Union Depot Company stock Virginia Land & Townsite Company stock Northern Pacific, Yakima & Kittitas Irrigation Company stock World's Fair stock	798, 800 00 1, 400 00 1, 173, 192 50 125, 000 00 11, 650 00 50, 000 00 13, 333 33
Northern Pacific Express Company stock St. Paul & Northern Pacific Railway stock Superior Consolidated Land Company stock Seattle, Lake Shore & Eastern Railway stock Duluth Union Depot Company stock Virginia Land & Townsite Company stock Northern Pacific, Yakima & Kittitas Irrigation Company stock World's Fair stock St. Paul & Northern Pacific Railway Company bonds SECURITIES SOLD. Lake Superior & Puget Sound Land Company stock	798, 800 00 1, 400 00 1, 173, 192 50 125, 000 00 11, 650 00 50, 000 00 13, 333 33 200, 390 00—\$2, 401, 794 15
Northern Pacific preferred stock Northern Pacific Express Company stock St. Paul & Northern Pacific Railway stock Superior Consolidated Land Company stock Seattle, Lake Shore & Eastern Railway stock Duluth Union Depot Company stock Virginia Land & Townsite Company stock Northern Pacific, Yakima & Kittitas Irrigation Company stock World's Fair stock St. Paul & Northern Pacific Railway Company bonds SECURITIES SOLD. Lake Superior & Puget Sound Land Company stock Minnesota Transcontinental Railway Company bonds	798, 800 00 1, 400 00 1, 173, 192 50 125, 000 00 11, 650 00 50, 000 00 13, 333 33 200, 390 00—\$2, 401, 794 15
Northern Pacific preferred stock Northern Pacific Express Company stock St. Paul & Northern Pacific Railway stock Superior Consolidated Land Company stock Seattle, Lake Shore & Eastern Railway stock Duluth Union Depot Company stock Virginia Land & Townsite Company stock Northern Pacific, Yakima & Kittitas Irrigation Company stock World's Fair stock St. Paul & Northern Pacific Railway Company bonds SECURITIES SOLD. Lake Superior & Puget Sound Land Company stock Minnesota Transcontinental Railway Company bonds	798, 800 00 1, 400 00 1, 173, 192 50 125, 000 00 11, 650 00 50, 000 00 13, 333 33 200, 390 00—\$2, 401, 794 15
Northern Pacific Express Company stock St. Paul & Northern Pacific Railway stock Superior Consolidated Land Company stock Seattle, Lake Shore & Eastern Railway stock Duluth Union Depot Company stock Virginia Land & Townsite Company stock Northern Pacific, Yakima & Kittitas Irrigation Company stock World's Fair stock St. Paul & Northern Pacific Railway Company bonds SECURITIES SOLD. Lake Superior & Puget Sound Land Company stock	798, 800 00 1, 400 00 1, 173, 192 50 125, 000 00 11, 650 00 50, 000 00 13, 333 33 200, 390 00—\$2, 401, 794 15

CONTRACTS, AGREEMENTS, ETc.

Here give a concise statement of all existing contracts, agreements, arrangements, etc., with other companies or persons, concerning the transportation of freight or passengers. Give the statement in the following order, viz.: 1. Express companies. 2. Mails. 3. Sleeping, parlor, or dining car companies. 4. Freight or transportation companies or lines. 5. Other railroad companies. 6. Steamboat or steamship companies. 7. Telegraph companies. 8. Other contracts.

1. The Northern Pacific Express Company runs over all lines operated by this company, P ing one and one-half first-class rates except in a few instances.

2. Have no contracts for transportation of mails. The government pays a specified rate per mile per annum, based on the average weight of mail carried on different sections of the road. 3. Sleeping cars are owned by the Northern Pacific Railroad and Pullman Palace Car Company jointly; operated by the latter company, and the earnings and expenses shared equally by both. Dining cars are owned and operated by the Northern Pacific Railroad Company.

4. None.

5. None.

6. None.

8. None.

7. With Western Union Telegraph Company to build two lines; Northern Pacific Railroad Company to pay one-third the expense; additional wires to be supplied by the company requiring them; railroad company to keep lines in repair. Telegraph receipts, with the exception of certain offices, are to be divided one-third to railroad company, and two-thirds to telegraph company; Railroad company pays operators at all offices where the business does not exceed twenty paid messages daily.

DEBT-PAGE FUNDED FOR SECURITY

e promote de la constante de l			to said division. Entire main line and appurtenances, equip-		·	morigage bonds. Equipment described on page 21.
Amount of	make of time.	8 12,105 13	20,000 00 25,000 00			
	Millen.	206.00	225.00 8e6 note	:		1 II II II II II II II II II II II II II
What road mortgaged.	Ę	Yellowstone river.	Lake P. d'Oreille 225.00 Wallule & P'rtland 866 note	Same	ЗЕНЕ	None.
What r	From—		,			
Oleman of Record one collisional forces		First mortgage bonds Missouri Div Missouri river	First mortgage bonds P. d'O. Div Snake river	General second mortgage bonds Same	Consolidated mortgage bondsSame	Northwest Equipment Company

teneral first mortgage bonds were issued at the rate of \$25,000 per mile op 2,136,96 miles (\$53,421,000), of which \$6,481,000 was held in esotrow, there being a corresponding amount of Missourl & Pend d'Oreille division bonds outstanding at date of general first mortgage, January When Missouri & Pend d'Orellie division bonds are retired with proceeds from land sales, a corresponding amount of first mortgage bonds held in eacrow are also retired.

s terms of the morigages the entire property of the company is covered Were the control of t

EMPLOYÉS AND SALARIES.

Clase.	Number.	Total number of days worked		Total yearly ompensation.	da	verage ily com- neation.
General officers	3	939	8	9,800 00	8	10 4-
General office clerks	ĭ	313	v	617 50	1	1 9
Station agents	3	939		3,514 36	ĺ	3 7
Other station men		18, 467		47, 464 01	}	2 5
	14					4 70
Enginemen	14	4,382		20,875 00	i	
Firemen		4,382	1	10,935 15	<u> </u>	2 5
Conductors	7	2, 191		8,986 69	j	4 10
Other trainmen	- 16	5,008		12,848 38	l	2 50
Machinists		5 048		15 100 00	-	
Carpenters	19	5,947		17, 199 20	1	2 8
Other shopmen	50	15,650		35, 158 05	1	2 2
Section foremen		2,501		5,928 81	1	2 3
Other track men	73	22,849		39,017 20		17
Switchmen, flagmen, and watchmen	7	2, 191		6, 653 29		3 0
Telegraph operators and dispatchers	4	1,252		2,976 88	1	2 3
Employes—account floating equipment.	15	4,695		13,890 08	1	29
All other employes and laborers	14	4, 382		10, 304 95	<u> </u>	2 3
Total (including general officers), Oregon	307	96, 091	5	246, 169 59	\$	2 5
Less general officers	3	939		9,800 00	-	10 4
Total (excluding general officers), Oregon- Distribution of above—	304	95, 152	8	236, 369 58	\$	2 4
General administration	4	1,252	İ	10,417 50	i	8.3
Maintenance of way and structures	104	32,552		64,342 86	Ì	1 9
Maintenance of equipment	57	17, 841	ļ	40, 358 75	1	$\overline{2}$
Conducting transportation	142	44,446	İ	131,050 47		$\overline{2}$ $\overline{9}$
Total (including general officers), Oregon	307	96,091	8	246, 169 58	3	2 5
Less general officers	3	939		9,806 00		10 4
Total (excluding general officers),Oregon	304	95, 152	\$	236, 369 58	\$	2 4
Total (including general officers) entire	12,774	3, 998, 262	8	9, 672, 788 33	\$	2 (
• • • • • • • • • • • • • • • • • • •		-	•		•	

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

Ilem.	ber trains, mileage, number cars.	Column for revenue and rates.
Decrep on a traffic		
Passenger traffic— Number of passengers carried earning revenue— Number of passengers carried one mile Average distance carried———————————————————————————————————	220, 324	8
Number of passengers carried one mile	8.043.018	V
Average distance carried	36.5	
Total passenger revenue, page 35		209, 132, 18
Average amount received from each passenger		1.18
Average receipts per passenger per mile		. 0322
Estimated cost of carrying each passenger one mile		. 01785 280, 945. 12
Total passenger earnings, page 35		280, 945, 12
Pa-senger earnings per mile of road, average	40.14	6, 999, 13
Passenger earnings per train-mile		3.72240
Freight traffic—		
Number of tons carried of freight earning revenue Number of tons carried one mile	233,860	
Number of tons carried one mile	9,020,543	
Average amount received for each ton of freight		199, 502. 10
Average amount received for each ton of freight		.85
Average receipts per ton per mileE-timated cost of carrying one ton one mile		.0221
Total freight earnings, page 55		200, 060. 10
Freight earnings per mile of road.	40 14	4, 984. 05
Freight earnings per train-mile	10.14	3, 31637
Passenger and freight—		0.51057
	1	458, 634, 28
Passenger and freight revenue, page 35 Passenger and freight revenue per mile of road	40.14	11, 425, 86
Passenger and freight carnings, page 35		481,005,22
Passenger and freight carnings, page 35 Passenger and freight earnings per mile of road	40.14	11, 983, 14
Gross earnings from operation, page 35Gross earnings from operation per mile of road		483, 541, 54
Gross earnings from operation per mile of road	40.14	12,046.37
Expenses, page 45Expenses per mile of road		336,019.98
Expenses per mile of road	40, 14	8, 371. 20
Train mileage—	1	•
• Miles run by passenger trains.		
Miles run by freight trains.		
Miles run by mixed trains		***********
Total mileges trains corning regenue	195 700	
Total mileage trains earning revenue	135,799	
Miles run by switching trains Miles run by construction and other trains	11,891	
miles full by construction and other trains.	11,091	
Grand total train mileage		
Mileage of loaded freight cars—north or west	380,556	
Mileage of loaded freight cars—south or east	490, 169	
Mileage of empty freight cars—north or west	191,345	
Mileage of empty freight cars—south or east	75, 248	
Average number of freight cars in train	18.85	
Average number of loaded cars in train	14.43	
Average number of empty cars in train		
Average number of tons of freight in trainAverage number of tons of freight in each loaded car		

[[]Note.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—Frank J. MILLER, clerk.]

PASSENGER AND FREIGHT, AND TRAIN MILEAGE-ENTIRE LINE.

Item.	Columm for ton- nage, number pussengers, num- ber trains, mileage, number cars.	Column for very nur and rates.
Passenger traffic—		
Number of passengers carried earning revenue	8, 112, 122	•
Number of passengers carried one mile	1 244, 321, 201	
A varage distance carried	78.5	
Total naggongar revenue	10.0	*6.413.633.49
Average amount received from each nassenger		*2.07
Avorage amount received from each passenger ner mile		* 02637
Frimated cost of carrying each passenger one mile		₹ 01980
[Total massenger earnings mage 35]		*7.520.890.81
Passenger earnings per mile of road	4, 222, 20	*1.781.27
Passenger tramc— Number of passengers carried earning revenue Number of passengers carried one mile Average distance carried Total passenger revenue Average amount received from each passenger Average receipts per passenger per mile Estimated cost of carrying each passenger one mile [Total passenger earnings, page 35] Passenger earnings per mile of road Passenger earnings per train-mile Ereight traffic	47, 941, 83	*1.56875
Freight traffic—		1
Number of tons carried of freight earning revenue Number of tons carried one mile. Average distance haul of one ton. Total freight revenue. Average amount received for each ton of freight. Average receipts per ton per mile. Estimated cost of carrying one ton one mile. [Total freight earnings, page 35]. Freight earnings per mile of road. Freight earnings per train-mile. Passenger and freight—	4, 888, 819	
Number of tons carried one mile	1.258.266.789	
A very ge distance hall of one ton	296.7	
Total freight revenue	1	*17.398.954.97
A versee amount received for each ton of freight	1	*₹ 96
Average receipts per ton per mile		• 01382
Estimated cost of carrying one ton one mile		+ 00812
[Total freight earnings, page 35]		*17, 401, 920, 98
Freight earnings per mile of road	4, 222, 20	*4, 121, 53
Freight earnings per train-mile.	86, 608, 80	*2, 00925
Passenger and freight—	1	
Passenger and freight revenue.	}	*23, 8\$2, 588, 46
Passenger and freight revenue per mile of road	4, 222, 20	*5, 644. 59
Passenger and freight revenue		*24, 922, 811. 7 9
Passenger and freight earnings per mile of road	4, 222, 20	*5, 902, 80
Gross earnings from operation		1 TZN, 080, 989, 20
Gross earnings from operation per mile of road		*6,015.58
Expenses		†15,050,013,72
Expenses per mile of road	4, 222. 20	†3,564.50
Train mileage—		
Miles run by passenger trains	4,794,183	
Miles run by freight trains	8, 660, 880	1
Miles run by mixed trains		
m 4 3 13 Aug Lange Lange	10 455 000	· · · · · · · · · · · · · · · · · · ·
Total mileage trains earning revenue.	13, 455, 063	
Miles full by switching trains		
Miles run by construction and other trains	315,448	
Crand total train mileson	10 770 511	
Grand total train mileage	13,770,011	******
Mileage of loaded freight cars—south or west	1 72,020,778	
Mileage of loaded freight cars—north or east	16 610 000	
Mileage of empty freight cars—south or west	1 00 715 110	
Mileage of empty freight cars—north or east.	28, 715, 112 20, 27	***********
Average number of freight cars in trainAverage number of loaded cars in train	20.27	
A verage number of owners one in tests	10.03	
Average number of empty cars in trainAverage number of tons of freight in train	145.3	
†Average number of tons of freight in each loaded car	9.6	

^{*}Includes take and river earnings Cour d'Alene Railway & Navigation Company. †Includes lake and river expenses Cour d'Alene Ruilway & Navigation Company.

FREIGHT TRAFFIC MOVEMENT.

[COMPANY'S MATERIAL INCLUDED.]

•	Commodity.	Freight originating on this road.	Freight received from connect- ing roads and other carriers. (Whole tons.)	Total freight	tonnage.
		(Whole tons.)	Freigh from ing r other (W)	Whole tons.	Per cent.
	Grain Flour	8,828 3,602	5, 528 3, 756	14,356 7,358	6.1
	Other mill products	115	3, 240	3, 355	1.4
Produc's of	Hov		. 980	1,494	1.4
agriculture	Tobacco		, 300	1,752	.0
	Cotton				
	Fruit and vegetables.	1,766	3,315	5,081	2.2
	Live stock	5,727	9, 251	14,978	6.4
	Dressed meats	2,786	98	2,884	1.2
Products of		226	1,006	1,232	1 .5
animals.	Poultry, game, and fish	100	168	268	
all all all all all all all all all all	Wool	271	2007	271	1
	Hides and leather.	464	6	470	$\frac{1}{1}$ $\frac{1}{2}$
	Anthracite coal			1,0	• =
25 2	Mtuminous sool			14,258	6. 1
Products of	Coke	1,668		1,668	7.7
mines.	Ores		380	1,186	.5
	Stone, sand, and other like articles	2,591	795	3, 386	1.5
Products of forest.	Lumber and other forest products.	i	560	44,173	18.9
	Petroleum and other oils	1,400	296	1,696	.8
	Sugar		618	1,030 890	.4
1	Naval stores		910	COU	•
	Iron, pig and bloom		40	248	.1
	Iron and steel rails	20 0	2,004	2,004	9
Manufac-	Other castings and machinery	2,017	7,826	9, 843	4.2
tures.	Bar and sheet metal	756	459	1,215	5
(2002)	Cement, brick, and lime	3, 249	1,307	4,556	2.0
	Agricultural implements	1,188	25	1,213	.5
	Wagons, carriages, tools, etc	1,776	235	2,011	9
	Wines, liquors, and beers	1, 165	1,221	2,389	1.0
	Household goods and furniture	2,849	1,474	4, 323	1.8
Merchandise	3	64,065	3,248	67, 313	28,8
Miscellaneou tioned abo	us—other commodities not men-	14,533	5, 217	19,750	8.5
Company fro	eight	150, 813	53,056	233, 869	100.0
Total t	onnage, Oregon		(10) 000		1
	onnage, entire line	4, 130, 873	257, 946	4,388,819	100.0

DESCRIPTION OF EQUIPMENT.

Item.	Number added during year.	Total number at end of year.	Equip	pped with train brake.		nent fitted with natic coupler.
	Numb	Total at on	No.	Kind.	No.	Kind.
Locomotives—	İ		ļ	;	Į	•
Passenger Freight Switching	73	74 392 29	73 389 16	Westinghouse. Westinghouse.		
		108	103	Westinghouse - Westinghouse -		
Total locomotives Cars in passenger service—	88	603	586			
First-class passenger cars	16	69	69	Westinghouse.	69	Cowell, 27. Miler, 42
Second-class passenger cars Combination passenger cars	9	50	50	Westinghouse -	0:	Miller.
Combination passenger cars Emigrant cars	' 4	20 40	20 40	Westinghouse Westinghouse		Miller. Miller.
Dining cars.	1	24	24	Westinghouse -		
Parlor cars			7	Westinghouse -		Cowell, 10. Miller, 14.
Sleeping cars		45	45	Westinghouse -	45	Miller.
Baggage, express, and postal cars	j 3	• 98	98	Westinghouse.		Miller.
Other cars in passenger service Business cars	1	16	16	Westinghouse	<u> </u> '	Miller.
TotalCars in freight service—	33 	362	362		1	
Box cars	1	6,778	4, 257	Westinghouse _	500	Januey. Gould.
Flat cars	1	4,045	1,831	Westinghouse _	550	Janney. Gould.
Stock cars	242	849 1,532 4	849 831	Westinghouse _ Westinghouse _		
Refrigerator cars, 116; fruit, 30	11	196	196	Westinghouse -		Janney. Miller. Gould.
Other cars	58	550	32	Westinghouse.	(00	Gould.
Total Cars in company's service—	2,557	13, 954	7,996	·	2786	
Gravel cars		l' ii				
Caboose carsOther road cars	35 238	335 1,707	236 5	Westinghouse - Westinghouse -		
Total Cars contributed to fast freight line service.	273	2,053	241			
Total cars owned	2,863	16 260	8 500	•	0140	
Cars leased	2,003	16, 369	8,509	Wastinghama	3148	Janney, 10.
Ca18 1Ca8CU		3,771	3,571	Westinghouse_	41	Miller, 31.
Grand total cars	2,863	20, 140	12, 170	-	3189	

MILEAGE.

A .- MILEAGE OF ROAD OPERATED.

Northern Pacific Railroad Company, 1891.

,	Line wyr	Line represented by capital stock.	Time of	Line oper-	Line oper-	Line oper-	Total mile-	New line	Ra	Raile.
Line in use.	Mam line.	Branches and spurs.	proprietary companies.	ted under Irane.	contract, etc.	trackage rights.	иде оржraled	constructed during year.	Iron.	Neel.
Miles of single track	2, 137.14 10.50	27.27 .83	1, 10%, 92		1,00%.90	88. 0.1.1.10 0.1.1.10	4, 34, 26, 24, 26, 25, 26, 27, 27, 27, 27, 27, 27, 27, 27, 27, 27	261.53	216.63	4, 132, 23 49, 83
Miles of yard track and sidings.	408.91		109, 14	# # # # # # # # # # # # # # # # # # #	139.84	0.7	685.91	20.87	297.65	388.26
Total mileage operated (all tracks)	2, 556, 55	56.12	1, 218.06		1,177.04	91.73	5, 099. 50	282. 40	514.98	4,585.22
i i	1	B.— MILEAGE	OF IGE OP			ES AND TERRITORIES. MAKING THIS REPORT.	ORIES.		١	1
State or territory.	Line repr capita Main linc	Line represented by capital stock.	Line of proprietary companies.	Line oper- ated under lease.	Live oper- aled under contract,	New line constructed during year.	Twal mile- aye, exclud- ing trackage rights.	Line oper- ated under trackage	Ra Iron.	Rails.
		and spurs.					R			
Wisconsin Minnesota North Dakota	78.63 237.17 876.83	8. 3. 5. 93 97	208.56		291.23 159.99	21.71	87.35 742.89 860.79	1.54	4.29 128.E	88.89 780 10 731.95
Montana Idaho Washington Oregon Manitoba	8.4.8. 8.0.2.8.	8 24	118.62 52.50 142.50		212.97	122. G 109. 8 2. 60	1, 144, 28, 28, 28, 28, 28, 28, 28, 28, 28, 28	24. 27 1. 82	60.09 9.9.85 8.80 8.80 8.80	
Total mileage oper- ated (single track)	2, 137, 14	27.27	1, 108. 92		1,006.90	261.53	4, 2%0. 23	£8.	216.63	4, 132, 23

MILEAGE—Concluded.

II.—MILEAGE OWNED BY ROAD MAKING THIS REPORT

	Line repr capital	Line represented by capital stock.	Line of		Line oper- ated under	New line	Total mile-	Line oper- aled under		Rails.
· * (c) (c) (d) g.	Main line.	Branches and spurs.	companies.	lease.	contract, etc.	during year.	ing trackage rights.	trackage rights.	Iron.	Steel.
Wisconsin. Minnesota. North Dakota. Montana. Idaho. Washington.	78. 63 237. 17 376. 83 773. 09 84. 63 538. 23	8.72 5.93 5.95 5.95 7.44					243.13 277.80 789.04 543.63		24. 12. 13.	**************************************
Total mileage owned (single track)	2, 137. 14	27.27					2, 164. 41		6.31	2, 158, 10
		KEN	KENEWALS	OF RA	AILS AND	D TIES.	•			,
Š.	New rails laid during year.	uring year.				Ne	New ties laid during year.	ring year.		
Kind.	Tons.		Weight per yard. (Pounds.)	Average price per ton at distributing point.		Kind.		Namber.	<u>a. a</u>	Arerage price at distributing point.
Iron		1			fisc	52		44	14,541	8.
Total iron Steel		, , , , , , , , , , , , , , , , , , ,			Total.				7.54	01-2 sc.
Total steel										,

CONSUMPTION OF FUEL BY LOCONOTIVES.

		_	† 	· • • • • • • • • • • • • • • • • • • •			•
	- Loal	(val - Tour.	poo.H	Wood — Cords.	Total fuel		Average
Loromod vek.	Inthracite.	Bituminous.	Hard.	Soft.	consumed— fons.	Miles ville.	consumed per mile.
		2, 963 3, 732	च च -	<u></u>	3, 9%5 8, 752	87,679 80,984 56,402	68.09 92.72
Construction					1,003		
Total Average cost at distributing point	I	7, 695	5	782	7,740	225, 015	68.80
	! ! ! ! ! ! ! ! ! ! ! ! ! ! ! ! ! ! !	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 2 2 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1

Northern Pacific Railroad Company, 1891.

ACCIDENTS TO PERSONS.

	-			Emp	loges,		•	
Kind of accident,	Tra	іптен,	faam.	chmen, en, and chmen	етр	ther logice.	70	tal.
	Killed	Injured	Killed	Injured.	Willed.	Injured.	Kitted	Injured.
neouplingains and engines	1). .:	
Idents ssings)				1		-
				1		1 2	* 1	1 2
		,	\			3	-	3
				,	06	era,		•
Kind of accident	Рим	rugere.	Tresp	a nt ing.	Not pass	tres-	70.	tal.
	Killed.	Injured.	Killed	Injured.	Nillord.	Injured	Killert.	Injured.
dents	1		- "	;		. 1		1
		1	1				1	
	1	1	1			1	1	1

land shut in coach door 1 killed-Walking on track. 1 injured-Fe I from train don of train and hand car.

Northern Pacific Railroad Company, 1891.

1	ndes.	diginal stangency. (astilik) sationing [(astilik) sationing [能够快速分数的效力的现在,就是这一点是这种的企业。 \$
	Drovending grades.	Sum of descents.	######################################
	Draw	.vadmu7.	%2555555555555555555555555555555555555
Profile.	adea	Aggregide length of assending grades (Miles)	建筑设计划设计过滤器的点的文化 存长规划的现在分词由含有效 说话的现在分词的现在分词形式的现在分词 的过去式和过去分词
	Ascerding grades	Sum of assents.	14489448444 578844788844 578844788844 57884478884 5788448 5788448 578844 5788 5788
	Asc	.Унтдет.	25128588512450882 87308581222 x
•		Length of level time (Milen)	表现实现的政治性心理状态,以为专业经验其实企业主动。 化加纳克朗朗克雷朗朗朗克西斯斯 医中部性神经神经神经神经神经神经神经神经神经神经神经神经神经神经神经神经神经神经神经
	12(1)	I shqipris of skright l	据现代记录用数据表现代数过程设施 数字表示的的过去式和多名名 中部设计计算证明的证明的证明的 数字表示的的过去式和多名的 中部设计计算证明的证明的证明的
Айдинен і.	(real)	ուրութերը բանկար Կանագները բանկար	也就还被打打的他的公式不过了工作。 《《汉元》上的《古代》《古代》《古代》《古代》(古代》《古代》(古代》(古代)《《汉代》(古代》(古代)(古代)(古代)(古代)(古代)(古代)(古代)(古代)(古代)(古代)
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		Milcs.	表现的的效果的现在分词形式 20mm 20mm 20mm 20mm 20mm 20mm 20mm 20m
	Working divinous or branches.	75	South Superior Fargo, N. D. Mandon, N. D. Glendlye, Mont. Helena, Mont. Helena, Molt. Wallula, Wash
	1Forki	Frank-	sh)and, Wis.

5 OF ROAD.—Concurren.

Northern Pacific Railroad Company, 1891.

	rados.	Huppu	() sapnal knap fo knapikniji		20.02 4.02				8,0 0,0	86	- 10.01	. 5 5 5	8.3 2.5		11, 590.06
	Downding grades.	nju.s.	લામ છે વુ લ્ક સામ છે વુલ્ક	881	쭕훘	25	9	e ži	25	22 52	의 <u>영</u>	ब्रह	1,00 884	00	32, 233
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	. swr	-	,yadmuZ,		'후회'	유류유	16:	gira :	- 0.	- 韓	φŖ	* <u>#</u>	83	7	2,544
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•		KWWP	fo soqueng	=#	88	<u> </u>	\$ @	· 等。	25.5	123	\$ #	#₫	经三	캺	4, 803
_			Miles.	17	788 788	3 2 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	(2.5 (6.5)	(S)	88	21	2 (g)	33 111	121 52	1	4, 250. 13
	free.				Ϊ	1		;		11	1:	1 1			
	II orking divisions to brenches.	1	ů.												6
	ng dirinio	_													
	II orki														1
			From												Total

Roads over which trackage rights are exercised, not included; details not available.

BRIDGES, TRESTLES, TUNNELS, ETC.

	Nort	hern Po	acific	Rai	lroad (Com _I	any	, 1891.
Height of lowest above surface of rail. (Feet)	1	22.		-				C. Tel. Co.
Number.				_			npany.	×
Ilem.	Overhead highway crossings—Bridges Conduits Trestles	Total ()verhead railway crossings— Bridges Conduits Trestles	Tunnels Tunnels	•	THIS REPORT.	Operated by another company.	Name of operating company.	Northern Pacific Railroad. Northern Pacific Railroad jointly with
Maximum v. length. (Feel.)	130	6,935		es.	TELEGRAPH.		Miles of wire.	
Minimum length. (Feet.)	130	13		es; 38.82 mll	TELEGABY COMPANY	:	Miles of line.	
stigregate length. (Fret.)	188	28,518		me-half inch	A.—OWNED B	company.	Wiles of wire.	40.75
Number.		- 3	•	TRACK - Four feet eight one-half inches; 38.82 miles.	- ;	Operated by this company.	Hiles of line.	40.05
Hem,	1			OF TRACK-I			race of wife.	40.75 81.50
	Bridges—Stone—Iron—Wooden—Combination	Total Tunnels.		- GAUGE			Aucs of one.	40.05

GAUGE OF TRACK - Four feet eight one-half inches; 38.82 miles.

1		!	1	ļ	· .
Operated by another company.	Name of operating company.	Northern Pacific Railroad. Northern Pacific Railroad jointly with W. U. Tel. Co.	PROPERTY OF ROAD MAKING THIS REPORT.	Name of operating company.	
	Miles of wire.		NO	·	
			COMPANY, BUT LOCATED		
his company.	Hiles of line. Hiles of wire. Miles of line.	40.75	COMPANY,]	Name of owner.	
Operated by this company.	Miles of line.	40.05	ANOTHER	i 	
	Auce of totale.	40.75	BOWNED BY ANOTHER	s of line. Miles of wire.	
Willes of Vine	Mices of time. Make of tothe.	40.05	B	Miles of line.	

Northern Pacific Railroad Company, 1891.

OATH.

F NEW YORK, County of New York.

e under-igned, T. F. Oakes, President, and J. A. Barker, General Auditor, of the Pacific Railroad Company, on our oath do severally say that the foregoing return but ared, under our direction, from the original books, papers, and records of said companies to have carefully examined the same, and declare the same to be a complete and itement of the business and affairs of said companies in respect to each and every thing therein set forth, to the best of our knowledge, information, and belief, and we that no deductions were made before stating the gross earnings or receipts berein set by those shown in the foregoing accounts, and that the accounts and figures contained going return embrace all of the financial operations of said company during the period said return is made.

T. F OAKES,
President.
J A. BARKER,
General Auditor

l and sworn to before me this 28th day of October, 1891.

ROBERT L. STANTON,

Commissioner of Deeds for Oregon in New York.

REPORT

OF THE

OREGON PACIFIC RAILROAD COMPANY.

From October 29, 1890, to June 30, 1891, inclusive.

HISTORY.

1. Name of common carrier making this report? Oregon Pacific Railroad Company.

2. Date of organization? September 25, 1880.

3. Under laws of what government, state, or territory organized? [If more than one, name all; give reference to each statute and all amendments thereof.] Oregon.

4. If a consolidated company, name the constituent companies. [Give reference to charters of each, and all amendments of same.] None.

5. Date and authority for each consolidation. None.

6. If a reörganized company, give name of original corporation, and refer to laws under which it was organized. None.

7. [For companies not making operating reports.] What carrier operates the road of this company?

ORGANIZATION.

Names of directors.	Postoffice address.	Date of expiration of term.
Wallis Nash Zephin Job G. R. Farra T. Graham B. W. Wilson E. A. Abbey A. Hackleman B. R Job Osgood Welsh R. G. Hazard N. S. Bentley George S. Coe	Corvalis, Oregon Corvallis, Oregon Corvallis, Oregon Corvallis, Oregon Corvallis, Oregon Corvallis, Oregon Corvallis, Oregon Corvallis and Albany, Oregon Corvallis, Oregon	
H. C. Atwood John I. Blair		

Total number of stockholders at date of last election? Date of last meeting of stockholders for election of directors? Give postoffice address of general office. Corvallis, Oregon. Give postoffice address of operating office. Corvallis, Oregon.

OFFICERS.

Title.	Name.	Location of office.
board		
deutenf	T Egenton Hogg	Corvallis, Oregon. Corvallis, Oregon. Corvallis, Oregon. New York, N. Y.
	Zephine Job	Corvallia Oregon. New York, N. V
al counsel		Corvalits, Oregon.
oller	h h	Corvallis, Oregon.
	T. E. Hogg Wm M. Hoag	New York, N.Y. Corvallis, Oregon.
	E. W. Hadley	Corvallis, Oregon.
endent endent	[
endeut	Charles Clark	Corvailis, Oregon
Atlager	C C Hogue	Corvallis, Oregon
agent	C. C. Hogue.	Corvallis, Oregon.
ticket agent		
express		
er	· ·· · · · · · · · · · · · · · · · · ·	

OPERATED. PROPERTY

[FUR BOADS MAKING OPERATING REPORTS,]

ನ ಈ in giving roads observe the following classification and order 1. Raffrond line represented by capital stock:

entire capital stock is owned

every railroad the operations of which are included in the income account, page 31.

Name of

ğ

Term (nucle.

Line operated under leave for specified sum
Line operated under contract, or where the rental is contingent
upon eartings or other considerations.
Line operated under trackage rights.

Milica Line for each claus est ronds maneck, l 127, 0 Mikes line for' ench road wamed. Ė Halsted -Mod. Yaquina Willamette Valley & Coast Radiroad Company, operated by Oregon Pacific Radiroad Company Name.

The track is laid between Yaquina and Boulder creek, a distance of 141 St miles, but has not been regularly operated, and therefore is not included in the mileage. Mileage operated to February, 1821, was to Niagara, distance, 126.2; mileage operated to June 30, 1891, inclusive, to Halsted, distance, 127.9

OPERATION. FOR ASSIGNED OTHERWISE OR LEASED PROPERTY

Name of railroad the income of which from lease, or from other assignment for operation, is included in the income account, page 33. FOR BUALM NOT MAKING OPERATING REPORTS.

auji fo soji**n** क्षे ४ कश्चिताच व्यवस्थाता I neder ushot krnet of a contract Hy what company operated Ė Тегонімаве From-Acme Total. Part Part Arlon

Oregon Pacific Railroad Company, 1891.

	95.	Par mine of	Third nor value	Total amount	Diridends drelaved during year
1758 I THEOR	Mborized.	white.	inthinized.	अंतातींबर. अंतातींबर.	Rafe
		\$ 100 00	18, 000, 000 0		
Total	180,000	0.001	* 1%, 000, 000 00	4	
Manner of payment for capital Anck	Number of shires insured during year	Outh realized on any i incured during pract.	Total number of Total cash real-	Total enab real-	Remoteka,
	; ; 				;
				:	
		9 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			
Total					

FUNDED DEBT.

MISCELLANEOUS OBLIGATIONS, AND INCOME BONDA

MORTGAGE BONDS,

Oregon Pacific Railroad Company, 1891.

		Am't paid during year			4	
	Intervat.	Amount arrived during year.				
		When payable.		{ April 1	*****	
		Rate.		4		
1	Cush rent.	amount ismeed.			* * * * * * * * * * * * * * * * * * * *	
) made y	outstanding	 		;	1
	Amount	'pamaga		4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4		
1	JOHNOMP	authorized issue,		1900 \$15, 000, 000 00		
	Time.	When duc.	1	1900		
	F .	Dette of issue.	1		;	
	Cleans of board or	obligation		First mortgage	Total	

The funded debt of the Willamette Valley & Coast Railroad Company, and of the Oregon Pacific Railroad Company, consists of \$15,000,000 of 65 first mortgage gold bonds, issued jointly by the two made in payment of interest due October 1, 1840, and on the State of Oregon for Benton county.

FUNDED DEBT. O.F. RECAPITULATION

	,			
		Janoary	Interest	red
Cuasa of Grew.	LANSHAL INGRET	ontstanding.	Amount acressed during pour.	simount paid during pear,
1	\$ 15,600,000 00	,	1	
Miscellancous obligations, page 21				
Total	\$ 15,000,000 00		1	

[NOTE.—Where reference in the above tables is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company —Frank J. Miller, clerk.]

CERTIFICATES.

-	_		Prin	Principal.		Introcal,	
Date tismet	Amount insued.	Amount outwanding	Amount paid during grav.	.Imount funded Amount averned Amount paid or otherwise during year, during year,	Amount acerned during year.	Amount paid during year.	Rate
		*** *********			*****		
Total.							
	CURRENT		ASSETS AND LIABILITIES.	BILITIES	•		

0, 1891.	\$ 10, 397 65 71, 782 % 71, 782 % 100, 725 18	,
Current liabilities account to and including June 30, 1891.	arces due to other companies .	1
lichüllen.	2, 162 02 2, 162 02 1, 372 86 11, 708 16 172, 116 30 1, 500 00 8, 499 84	
Cash and current assits accidable for payment of current liabillies.	construc-	,

* Materials and supplies on hand, \$72,730.68. [See general balance sheet, page 49.]

[Note,-Where reference in the above tables is made to a page, it directs attention to the page of the blank report which the commission sent to the milroad company.—Frank J Millikh, clerk]

RECAPITULATION.

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT

4

Oregon Pacific Railroad Company, 1891.

		•		'n	10	/ L	•
	Newspan						
.twount per mile of road.	Antonial.	1		•			
tmount pe	Mikes.		****		*****	,	
unment	To other proper-					****	
Appentionment	To railreade						
Total emount	ontetending		444 444		, 1		
	74,4,4,1,7		•	•	-	Total	

R-FOR MILKAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT, PAGE 31.

T. Male					
Carnest lichtifice.		********			
First of the little	1		\$ 15,000,000	\$ 15,000,000	1
Conidat stood		15,000,000		\$ 18,000,000	•
Vitable of reality		Coregon Pacific Railroad Company \$ 18,000,000	ley & Coast Rallroad Company	Total	

[Note:-Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company -Frank J. Miller, rick [

	Kray	sendidares during man.	MEGIF.			_
		Not included in a	Not included in aperaling capenoor	Total cost	Toled cent	
Мень	Included in operating expenses.	Charged to income arround as permanent	Charged to construction or cyalpment.	fn Јине 30, 1830.	June 30, 1891.	(tad per mile.
		0 6 6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		\$ 67,417 58	\$ 67,417 58	
				21, 535 68 1, 838, 713, 83	21, 535 65 1, 838, 713 83	
					613,230 10	
· · · · · · · · · · · · · · · · · · ·					136, 924, 96	* * * * * * * * * * * * * * * * * * * *
			***********		129,828 24	
					8	
********					820, 145 52 46, 539 21	
onetriction					06 036 66	
1 1 2 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2						
CICLERS BUILDING GANGLED ALL SECTIONS	, 44			26, 848 74	36, 888 74	
447744444444444444444444444444444444444		* * * * * * * * * * * * * * * * * * * *	*************	*****		
				184, 355 48 184, 355 98	186,855 98	
电子电影电影电影 电影生活 医牙牙皮肤 医水子				4,584,894 11	\$ 4,534,594 11	
		**************************************		121,607 30	121, 907 30	
				30,217 98	30, 217, 98	++++
land combination cars	* !			15, 134 12	15,188 12	***
· · · · · · · · · · · · · · · · · · ·		***************************************	*****	M 501 111	111, 100 00	
		*****		3,953 31	3, 973 31	
Total equipment.				\$ 942,2% 71	\$ 342,269.71	-
Vinand total cost construction, equipment, etc		***************************************	*	8 4,877,163 %2	\$ 4,877,168 R2	
Total cost construction, equipment etc				***************************************		

INCOME ACCOUNT.

[FOR ROADS MAKING OPERATING REPORTS.]

Gross earnings from operation, page 35Less operating expenses, page 45			69, 617 52 124, 544 57
Income from operation			E4 000 00
Deficit			54,927 05
Interest on bonds owned, page 39	 		
	ļ]	
Income from other sources	Ī		
Total income			E 4 (107 OS
Doductions from Income	l e	1	
Interest on interest-bearing current liabilities accrued, not other-	 		
wise provided for			
Rents, page 47, A Taxes			
Permanent improvements, page 29			
Other deductions Total deductions from income			*****
Total deductions from income			
Net income			FA 000 05
Dividends, 4, common stock		3	54, 927 U
Dividends, 4, common stock Dividends, 5, preferred stock Other payments from net income			
• •			
Total	1		
Surplus from operations of year ending June 30, 1891 Deficit from operations of year ending June 30, 1891			54 007 O
Dencit from operations of year ending June 30, 1891			
Surplus on June 30, 1890 (from general balance sheet, 1890 report)			
Deficit on June 30, 1890 (from general balance sheet, 1890 report)			
'Additions for year			
'Additions for year			
Surplus on June 30, 1891 (for entry on general balance sheet, p. 51) Deficit on June 30, 1891 (for entry on general balance sheet, p. 49)		\$	54,927 05

[[]Note.—Where reference is made in the above table to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—Frank J. MILLER, clerk.]

EARNINGS FROM OPERATION.

Item.	Total receipts.	Preductions, account of repayments, cir.	Actual carnings.
Passenger— Passenger revenue Loss repayments—			\$ 21,151 00
Tickets redeemed			*************
Total deductions			
Total passenger revenue Mail Express	1		4, 203 25
Express Extra baggage, storage and other items Total passenger earnings			8 27,776 45
Freight— Freight revenue Less repayments—	 		41,841 07
Less repayments— Overcharge to shippers. Other repayments Total deductions		***************	
Total freight revenue			\$ 41,841 07
Other Items			
Total common and fortable accounts			
Total passenger and freight earnings Other earnings from operation—			\$ 69,617.52

OPERATING EXPENSES.

[Apportionment between passenger and freight traffic is estimated according to the rule prescribed by the interstate commerce commission.]

Item.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
Maintenance of way and structures— Repairs of roadway———————————————————————————————————	! 		\$ 27,314 49
Renewals of rails			
Kenewals of ties.			1 753 55
Repairs of bridges and culverts			13,059 82
Repairs of fences, road-crossings, signs, and cat-	}		
tle guards			187 50
Repairs of dooks and whomas			865 29 179 76
Repairs of docks and wharves			
Repairs of telegraphOther expenses			23 59
Repairs of tunnels			
-			!
Total			\$ 43,347 74
Maintenance of equipment—]	İ
Repairs and renewals of locomotives			2,371 36
Repairs and renewals of passenger cars Repairs and renewals of freight cars			822 43
Repairs and renewals of freight cars			2,664 28
Repairs of tugs and floatsShop machinery, tools, etc			493 67
Shop machinery, tools, etc.	1		
Other expenses.			
Total			\$ 6,281 74
Total			3 0, 201 /4
Wages of enginemen, firemen, and round-house-	 		
men		; 	6,545 83
Fuel for locomotives			6,078 79
Water supply for locomotives			659 90
All other supplies for locomotives			
Wages of other trainmen			8,282 71
All other train supplies		!	211 20
Wages of switchmen, flagmen and watchmen Expense of telegraph, including train dispatch-			1,239 20
ers and operators			4,719 05
Wages of station agents, cierks, and laborers		 	7,846 17
Station supplies		!	596 52
Switching charges, balance Car mileage, balance			
Loss and damage			326 15
Injuries to persons.			,1120 10
Tugs, expenses of, including wages, fuel, and	!		1
suppliesOther expenses	1		5,824 18
Other expenses			
		¹ <u></u>	
Total			\$ 42,534 56
General expenses—			15 005 00
Salaries of officers and clerks			15,025 20
General office expenses and supplies			2,224 56
Agencies, including salaries and rent			1,608 82 1,394 71
Advertising.			1,094 /1
CommissionsInsurance		`	
Expense of fast freight lines			
Expense of traffic associations			
Expense of stock vards and elevators	i	·	
Rents for tracks, yards, and terminals, page 47. B	1		
Rents for tracks, yards, and terminals, page 47, B Rents not otherwise provided for			4,502 88
Legal expenses	1		22 38
Signopery and printing	1	ì	: QUI 7X
Other general expenses			j 3, 606 69
Engineering			3,000 51
maka1	¦		90,000,50
Total			\$ 32,380 53

[Note.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—Frank J. MILLER, clerk.]

oad Company, 1891.

INSES - CONCLUDED.

which is estimated according to the rule prescribed unerce commission \boldsymbol{j}

_	Chargeable to passerneer traffic	Charproble to freight traffic.	Total.
- 1			\$ 43,347 74 6,281 74 42,534 56 82,380 53
			\$ 121,544 57 1,79
-			****
-			
-			

cortioning operating expenses to passenger and tempted such division. This road being wholly the luter-state commerce commission, and the ed by that body was pronounced arbitrary and untants.

Oregon Pacific Railroad Company, 1891.

	SECURITY	SECURITY FOR FUNDED DEBT-PAGE 23.	NDEI	DEBT-	-Page 2	ဆံ	,
Class of land on Missilian	11.bat	What road mortgaged.	1	Amount of	What	What	The termination of the second
	From-	78-	Milen.	mile of line.	mortgaged.	mortgaged.	
First mortgage bonds	Yaquina	Boise	909	\$ 25,000 00 All		None	None.
[NOTE.—Where reference in the above tables is made to a page, it direct sent to the railroad company.—Frank J. Miller, clerk.]	above tables is m	ade to a page, it erk.]	directs	ttention to th	ie page of the	ne blank rej	ts attention to the page of the blank report which the commission

EMPLOYÉS AND SALARIES.

Cleton,	Number	Total number of days worked	Total yearly compensation.	Average daily com- pensation
tieneral officers tieneral office clerks and other clerks. Station agents Other station men Enginemen Firemen Conductors Other trainmen Machinists Carpenters Other shopmen	5 10 13 5 5 4 4 7 4 8	3, 116 1, 148 965 695 827 1, 772 812 1, 722 2, 085	\$ 6,752 89 7,960 24 7,184 13 2,329 57 4,077 49 2,175 22 2,957 47 4,064 98 2,838 69 5,205 35 5,708 16	\$ 2 30 2 03 4 20 2 43 3 63 2 29 3 50 3 02 2 74
Section foremen Other trackmen Switchmen, flagmen, and watchmen Telegraph operators and dispatchers Employés—account floating equipment All other employés and laborers	11 5 8 3	2,543 1,082 1,764 848	5,700 09 2,127 32 3,389 45 2,484 02 24,284 55	2 44 1 97 1 92 3 95 1 68
Total (including general officers), Oregon Less general officers.	129 5	35,770	\$ 92,239 02 6,752 89	
Total (excluding general officers), Oregon. Distribution of above— General administration Maintenance of way and structures Maintenance of equipment Conducting transportation	123		\$ 25,486 13 14,713 13 40,317 31 2,546 25 28,662 33	
Total (including general officers), Oregon Less general officers		·!	\$ 92,239 02 6,752 89	
Total (excluding general officers), Oregon	u		\$ 86,486 I3	
ncluding general officers) entire	****	<u> </u>	\$ 92,239 02	

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

-		· •
••	Column for ton- nage, number passengers.num-	Column for revenue
	ber trains, mileage, number cars.	and rates.
Passenger traffic—		
Number of passengers carried earning revenue and free	26.773	\$
Number of passengers carried one mile.	798, 997, 39	
Number of passengers carried earning revenue and free— Number of passengers carried one mile— Average distance carried— Total passenger revenue, page 35— Average amount received from each passenger— Average receipts per passenger per mile— Extincted cost of carrying cach passenger one mile—	30	
Total passenger revenue, page 35.	!	21, 154, 25
A verage amount received from each passeuger		.79013
A verage receipts per passenger per mile		.02647
P.S. I I I MAPO COST OF CALLANDE ACT. DASSCURET OUR HITTE.		
Total passenger earnings, page 3)		27, 776, 45
Passenger earnings per mile of road		217, 17310
Passenger earnings per train-mile		
Freight traffic—	1	1
Number of tons carried of freight earning revenue Number of tons carried one mile	24,679,02	
Number of tons carried one mile	1, 375, 613, 58	
A verage distance haul of one ton	t 56	
Total freight revenue, page 35		
A verage distance haul of one ton Total freight revenue, page 35 A verage amount received for each ton of freight		1.69541
A verage receipts per ton per mile		03041
E-timated cost of carrying one ton one mile		
Total freight earnings nage 55		41 841 07
Total freight earnings, page 55	1	327 13893
Recipht carnings per time or touties.	1	1
Passenger and freight—		1
Passenger and freight revenue, page 35	1	62, 995, 32
Passenger and freight revenue per mile of road		1
Passenger and freight earnings nage 35		69, 617, 52
Passenger and freight earnings, page 35	1	00,011.02
Gross earnings from operation page 35		69,617 52
Gross earnings from operation, page 35Gross earnings from operation per mile of road		544.31212
Expenses name 45		124,544.57
Expenses, page 45		973, 76466
Train mileage—	1	310.10100
Miles run by passenger trains	35 280	
Miles run by freight trains	37, 450	
Miles run by mixed trains	0., 100	
ASSECT AND OF AMERICAN CONTRACTOR OF THE PROPERTY OF THE PROPE		
Total mileage trains earning revenue		1
Miles run by switching trains		1
Miles run by switching trains		(
Grand total train mileage		
Mileage of loaded freight cars—north or east) ""	
Grand total train mileage Mileage of loaded freight cars—north or east Mileage of loaded freight cars—south or west	32 0, 491	
Mileage of empty freight cars—north or east) I	
Mileage of empty freight cars—south or west		
Average number of freight cars in train.	<u></u> i 8	
Average number of loaded cars in train	5	
Average number of empty cars in train		
Average number of tons of freight in train		
Average number of tons of freight in each loaded car.		
	<u> </u>	<u> </u>

[[]Note.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]

FREIGHT TRAFFIC MOVEMENT.

[COMPANY'S MATERIAL EXCLUDED.]

Commodity.		Freight originating on this road.	Freight received from connect- ing roads and other carriers. (Whole tons.)	Total freight tonnage.			
		(Whole time.)	Freight from ing re other (Who	Whole lons.	Per cent.		
	(Grain	5,364.10	1, 024. 19	6, 388, 2 9	25.66		
	Flour	1,062.66	63.49	1, 126. 15	4.54		
	Other mill products	479.04		479.01	1.92		
Produc's of		77.97		77.97	. 32		
agriculture	Tobacco						
	Cotton				3 63		
	Fruit and vegetables	650.15	326.04	976, 20	3.93		
	Fruit trees	; 5.45 (2.89	8.34	,04		
	[Live stock						
	Dressed meats		10.75	77.21	.32		
Products of animals.	Other packing-house products Poultry, game, and fish	9.84	. 21	10.05	.04		
	Wool	1.16		1.16			
	Hides and leather		3.17	3, 17	.01		
	Anthracite coal		156.78	179.71	.72		
Dundanata of	Dituminous soal						
Products of	{ Coke		. 49	. 49			
mines.	Ores	.76	*	.76			
	Stone, sand, and other like articles	. 30	•••••	.30			
Products of] Lumber	98.28	1.00	99.28	.40		
forest.	\ Wood, etc	7,041.86	2.45	7,044.31	28.27		
	Petroleum and other oils	938, 87		938, 87	3.81		
	Sugar	2.12	. 90	3.02	10.		
	Naval stores	 		i			
	Iron, pig and bloom						
	Iron and steel rails			140.08	.56		
Manufac-	Other castings and machinery	20.11	42.59	62.70	.24		
tures.	{ Bar and sheet metal	5. 22	37, 36	42.58	, 16		
tuics.	Cement, brick, and lime	.					
	Agricultural implements	4.44	2.07	6.51	.02		
	Wagons, carriages, tools, etc.	. 12		.12			
	Wines, liquors, and beers	.! 84.85	6, 45	91.30	.36		
	Household goods and furniture	62.60	41.01	103, 61	.40		
	(Ice		~ - · · · · • • • • • · · · · ·	. 10			
Merchandis	0						
	ous—other commodities not men		4,301.95	7,044.14	28, 27		
violica ab	/ Vena ntaneessaanaanuu	2, 132, 13	1,001.00	7,011,11	_		
	tonnage, Oregon		6, 023. 79	24, 905. 46	100.00		
Total	tonnage, entire line	!		1			

DESCRIPTION OF EQUIPMENT.

Item.	Number added during year.	tal number end of year.	Equip	oped with train brake.	Equip auto	ment fitted with matic coupler.
	Numb	Total at md	No.	Kind.	No.	Kind.
Locomotives— Passenger Freight Switching Leased		4				
M.A.3.3.0.0.0.0.45.0.0.0		!			:	
Total locomotivesCars in passenger service—		16			¦	******
TM-A -1	 	5	5	Westinghouse_	5	Miller.
Second-class passenger cars Second-class passenger cars Combination passenger cars Emigrant cars Dining cars Parlur cars Sleeping cars		2	2	Westinghouse	2	Miller.
Dining cars		<u> </u>				
Parior cars					<u>'</u>	
Baggage, express, and postal carsOther cars in passenger service		1 4 1	4 1	Westinghouse - Westinghouse -	; 4	Miller. Miller.
Total		12	10	 Wastinghama		· 36(1)
TotalCars in freight service—		12	12	Westinghouse -	12	Miller.
Box cars	! !	253	253	Hand brakes	253	Link and pin
Flat cars		81	81	Hand brakes	ادً	Link and pin
Stock cars			1	Hand brakes		Link and pin
Coal carsTank cars		ıi				1
Refrigerator cars				1		*****
Other cars	'					
(Total		005		T7		T 1 3
Total Cars in company's service— Gravel cars		335	335	Hand brakes	335	Link and pin
Derrick cars		1	1	Hand brakes	1	Liuk and pin
Caboose cars		5	5	Hand brakes.	5	Link and pin
Total Cars contributed to fast freight line service		6	6	Haud brakes	6	Link and pin
Total cars owned('ars leased		353				
Grand total cars		353				

MILEAGE. A.—MILEAGE OF ROAD OPERATED.

	t		A.—MILEAGE	OF OF BU	A D	OFERATER.				,
Von vi oni I	Line repr capita	Line represented by rapital stock.	Line of	Line oper-	Line oper-	Line oper- ated under	Total mile-	New line	Rails.	ાં છે.
ויווג נוו נפגי.	Main line.	Branches and spurs.	companies.	נימי ווומכן נימיה.	contract, etc.	trackage rights.	age operated	_ `'	Iron.	Neel.
Miles of single track					127.90					127.90
Miles of yard track and sidings					13.46		.62			13.46
Total mileage operated (all tracks)	1	1		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			,		141.36
		B.—MILEAGE 1.—MILEA	OF	LINE BY ST.	FATES AND AD MAKING THE	ATES AND TERRITORIES. D MAKING THIS REPORT.	ORIES.		-	1
3	Line vepr capita	Line represented by cupital stock.	Line of	Line oper-	Line oper- ated under		Total mile.	Line oper-	Rails.	ાંક.
Nate or territory.	Main line.	Branches and spurs.	proprietary companies	ded under leare.	contract, ric.	during year.	ing trackage rights.	· 	Iron.	Steel.
Oregon		; ; ; ; ; ; ;			127. 90 13. 46	.6 <u>.</u>	1 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8		;	141.36
Total mileage oper- ated (single track).					141.36	.62				141.36
	; !	=======================================	MILEAGE OW	MILEAGE OWNED BY ROAD	i	MAKING THIS REPORT	4	•		!
	Line repre	Line represented by capital stock.	Line of	Line oper-	Line oper- ated under	New line	Total mile-	Line oper-	Rails.	/n.
Sad of the first by.	Nain line.	Branches and spurs.	companies.	leave.	contract, etc.	during year.	ing trackaye rights.	trackage rights.	Iron.	Steel.
			i i	,				:	;	8 8 8 8
Total mileage owned (single track)	:									

New rail	New rails laid during year.	year.			New ties laid during year.	ng year.	
Kind.	Tons.	Weight per yard. (Pounds.)	Average price per ton at distributing point.		Kind.	Number.	.lverage price at distributing point.
Iron				Fir		3,947	61.
al iron			1	Total			61.
Total steel					•		
	CONS	CONSUMPTION	OF FUEL	BY	LOCOMOTIVES.	1	!
Loamofing		Coal	(val — Tous,	Wood — Cords.			Average
LOC THERE I C.S.		Authracite.	Biluminous.	Hard.	Soft.	. .	

Total fuel Miles min	· -	3, 385. 05	
Wood — Cords.	Soft.	1,297)	\$ 2.51
Wood-	Hard.		
-Tour.	Bituminous.		
Coal —	Anthracite.		
Loameding		Passenger Freight Switching Construction	Total Average cost at distributing point

One cord fir wood estimated at three thousand pounds. Cost is computed as delivered in the locomotive tank.

ng mades. Describing grade	язна (язур ви) убла	Sum of and Aggregate (Jest) Sum of their (Jest) Sum of their (Jest)	475 09 72.01 56 810.01 21.4	175.09 72.01 56 810.01	
Ascend		,vodens/,	면 - 대	91 2	-
	wii lw	ी सम्वति भी है (अभीरिक)	48,36	\$ \$\$	_
wij	հենչու	क हैं। मीहमार्ग (मीहमार्ग	87 66	87.66	
(reap)	K) si Algasi	วโกดูจากถูก เป็ โรซานา	54.15	54,15	
	жыл	o fo soquang	523	523	
	_	Miles.	141.81	141,81	
Working divisions or branchs.],	Ę.	Boulder Creek	;	-
Working d	1	F)7944—	Yaquina	Total	

			•		1		†		
	Hem.	Number.		Aggregate length. (Feet.)	Minimum length. (Feet.)	Maximum length. (Fret.)	Hem.	Number.	Height of lowest above surface of rail. (Feet
Bridges— Stone				1 1 1			Overhead highway crossings— Bridges	₹ 	
Wooden Combinatio	d		187	422.85	9	3,348	Trestles		
Total				422.85			Overhead railway crossings—	3 8	
Tunnels		; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ;	; **	1, 975	28	208	Conduits		
							Total		1 1
GAUGE	OF TRACK-	Four feet eight one-half inches; 141.81 miles. Four feet eight one-half inches; 13.46 miles.	ht one-b	alf inche	es; 141.81 mi es; 13.46 mile	les.			
		;	A.—0W	-OWNED BY	TELEGIRA	GRAPH. Y MAKING	THIS REPORT.		
Wiles of line	J. J. S. J. S. J. S. J. S. J. S. S. J. S. S. S. S. S. S. S. S. S. S. S. S. S.	Operated by this company.	his com	oany.			Operated by another company.	ļ ļ	
ues iy ana.	Mary were.	Miles of line.	Hiles of wire.		Miles of line.	Miles of wire.	Name of operating company.	mpany.	
138	138	126.02	3	126.02			Oregon Pacific Railroad Company a & Coast Railroad Company.	and Willamette	nette Valley
B	-OWNED BY	ANOTHER	COMPANY	ANY, BUT	T LOCATED	NO	PROPERTY OF ROAD MAKING THIS	S REPORT	·
Miles of line.	Miles of wire.	•	Name	Name of owner.			Name of operating company.	y.	

OATH.

IREGON, REGON, 1 SE.

ndersigned, Wallis Nash, Second Vice-President, and C. C. Hogue, Auditor, of the Railroad Company, on our oath do severally say that the foregoing return has, under our direction, from the original books, papers, and records of said company have carefully examined the same, and declare the same to be a complete and ent of the business and affairs of said company in respect to each and everying therein set forth, to the best of our knowledge, information, and belief; and we it no deductions were made before stating the gross carnings or receipts herein set hose shown in the foregoing accounts; and that the accounts and figures contained greturn embrace all of the financial operations of said company during the period return is made. return is made.

WALLIS NASH, Second Vice President. C. C. HOGUE,

Auditor.

i sworn to before me this 31st day of December, 1201. J R. BRYSON, Notary Public.

REPORT

OF THE

OREGON & WASHINGTON TERRITORY RAILROAD COMPANY.

For the year ending June 30, 1891.

HISTORY.

- 1. Name of common carrier making this report? Oregon & Washington Territory Railroad Company.
 - 2. Date of organization? March 1, 1886.
- 3. Under laws of what government, state, or territory organized? [If more than one, name all; give reference to each statute and all amendments thereof.] State of Oregon.
- 4. If a consolidated company, name the constituent companies. [Give reference to charters of each, and all amendments of same.] None.
 - 5. Date and authority for each consolidation. None.
- 6. If a reörganized company, give name of original corporation, and refer to laws under which it was organized. None.
- 7. [For companies not making operating reports.] What carrier operates the road of this company?

ORGANIZATION.

Names of directors.	Postoffice address.	Date of expiration of term.
	- Walla Walla, Wash,	
· •		

Total number of stockholders at date of last election?
Date of last meeting of stockholders for election of directors?
Give postoffice address of general office. Pendleton. Oregon.
Give postoffice address of operating office. Walla Walla, Washington.

REPORT OF RAILROAD COMMISSIONERS.

egon & Washington Territory Railroad Company, 1891.

OFFICERS.

1			
Tille.		Name.	Location of office,
			
Dt	**********	C. B. Wright, Jr.	Pendleton, Or
Htor.		C. Herman	Walla Walla, Wash.
16get		Rowland Smith C. B. Wright, Jr.	
ght agent		W. F. Wamsley W. P. Wamsley W. F. Wamsley	
		''	

PROPERTY OPERATED.

[POR BOADS MAKING OPERATING REPORTS.]

g roads, observe the following classification and order .

in line.

unches and spurs. ary companies whose entire capital s owned by this company.

line represented by capital stock.
in line.

3. Line operated under leave for specified sum.
Line operated under contract, or where the rental is contingent upon earnings or other considerations.

5. Line operated under trackage rights.

every railroad the operations of which are included in the income account, page 31.

	Term	iingle.	road road	class class o a d s
Name.	From-	To-	Miles li each name	Miles III
& Washington Territory road Company	Pendleton, Or	Dayton, Wash	128.09	
toad Company	Junction, Or Eureka Junction,	Athens, Or	14.46	
iles of line for each road n		Wash	19, 53 162, 06	

Where reference in the above table is made to a page, it directs attention to the page k report which the commission sent to the rathroad company.—Frank J. MILLER,

1							-		
	Description.	N. Aga	Number of aboves authorized.	Per redue of where.	Thu par raine anthorized.	£65		Dividends doctored during year. Rate. Amonth.	duríng укп Ашанш.
Capital stock— Common Preferred Total									1
Manner of p	Manner of payment for capital stock.		Number of shares issued during year.	Cash realized on am't issued during year.	Thai number if	Tixal cash real-	<u></u>	Remarks.	
Preferred.								•	
The amount of	capital stock issued is	#\$10,000,000, w BONDS, MI	hleb, apportione FUNDE SCELLANROUS	apportioned on m FUNDED DI	lon mileage basis, would DEBT.	uld give for O) Dregou, \$2,7 BONDA	56,725.07.	
Class of bred or obligation.	Time. Date of IPhen due.	Amount of authorized force	Imennet.	nt lmount outstanding.	ind ized on ting dinger issued.	Rate	When Justine	Interest. Amount accrued during year.	during year
				 - 		<u> </u> - -	<u>+</u> -		

Oregon & Washington Territory Railroad Company, 1891.

	T ASSETS AN	T ASSETS AND LIABILITIES.
	nd liabilities.	Current timbilities account to and including June 30, 1891.
	_	
	-	d d ,
		4
Total.		+ 4 5 5 7 4 5 5 7 5 5 7 5 7 5 7 5 7 5 7 5
		Balance-Cash assets
		Total.
The trausfer of the Oregon & Washinston Territo	rv Rathmed from G W. Manipul the cramining the	The transfer of the Oregon & Washington Territory Railwad from G. W. Hunt to C. B. Wright on May 1, 1891, was to be clear of all incum- against the company, which will have to b o Mr. Hunt. tamining these claims, but up to the present give a state- of assets and liabilities cannot yet be given.
* Materials and supplies on hand, \$		

•		1	1		•		1
•		Firm	Expenditures during pear.	ear.	_	44.	
			Not included in operating expenses	veraling expenses	Third cost	Total cost	
Ист.		Jackuded in operating expenses.	(Bernel to tacone necount as permanent improvements.	Charged to construction or equipment.	June 30, 1810	ы Лине 80, 1891	Out per mile.
Construction	1 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			8 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6			
		0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1					***********
	masonry		4 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	100000000000000000000000000000000000000			
	**********	- !				***	
	******	1		**********	1		
)	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1				

		*****			***		
Discount on securities sold for construction	onstruction						
Telegraph line	***************************************						
Wharfing, etc.					,		
rd exten-		- 1		*************			
Terminal facilities and elevators	8						
Road built by contract			h		1	4 2 9 4	
Purentse of constructed rolld				*************		l	* ************************************
Hard to make the second of the					1	.]	
Total constructions					:	-	
					,		
	De Branch de a		**************		***	***	
		***********					**********
	-						
		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,					
	6 8 8 8 8 8					********	
Total equipment							
Grand total cost construction, equipment, etc.	ipment, etc.				; ,	; 	
Total cost construction, equipment etc.	ment efc			1			!
		1					

AND PERMANENT IMPROVEMENTS.

ROAD, EQUIPMENT,

COST OF

See note, page 22. Equipment.—The rolling stock is the property of C. B. Wright, Esq., but no arrangement has yet been made with regard to the use of it. The matter is under consideration by the board of directors.

[Norg.—Where reference in the above tables is made to a page, it directs attention to the page of the blank report which the commission sent to the rallroad company. Frank J. Miller, cierk]

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual carnings.
Passenger— Passenger revenue	3 4,940 38	`	
Less repayments— Tickets redecmed			
Excess fares refundedOther repayments			
Total deductions			
Total passenger revenue		****	
Express Extra baggage and storage Other items			125 43 56 90
Total passenger earningsFreight—	•		1
Freight revenue Less repayments—	1		
Overcharge to shippersOther repayments	! '		
Total deductions			
Total freight revenueStock yardsElevators			
Other items.			
Total freight earnings			
Total passenger and freight earnings Other earnings from operation— Car mileage, balance			
Switching charges, balance	'		
Rents from tracks, yards, and terminals			
Total other earnings		****************	
Total gross earnings from operation, Orego Total gross earnings from operation, ent line	on .		t

OPERATING EXPENSES.

[Apportionment between passenger and freight traffic is estimated according to the rule prescribed by the interstate commerce commission.]

Item.	Chargeable to passenger traffic.		Total.
Maintenance of way and structures—			
Repairs of roadway	~~~~		
Kenewals of ratis			
Renewals of ties			!
Repairs of bridges and culverts			
Repairs of fences, road-crossings, signs, and cat-		! 	
tle guardsRepairs of buildings			
Repairs of buildings			*****
Repairs of docks and wharves			
Repairs of telegraph			
Other expenses			
Total			í
M. distance of actions ont	i e		1
Repairs and renewals of locomotives		 	
Repairs and renewals of passenger cars			
Repairs and renewals of freight cars			!
Repairs and renewals of locomotives		Ì	
8N() D8TYe8	!		
Shop machinery, tools, etc.	,		~~~~~~~~~
Other expenses.	,		
Maka1	1		
Total			
Conducting transportation— Wages of enginemen, firemen, and round-house-	1		
Wages of enginemen, firemen, and round-house- menFuel for locomotives		•	! !
Fuel for locomotives			
Water supply for locomotives			
All other supplies for locomotives			
Wages of other trainmen			
All other train supplies			
Wages of switchmen, flagmen and watchmen			
Expense of telegraph, including train dispatch-			
ers and operators			
Wages of station agents, cierks, and laborers			
Station suppliesSwitching charges, balance			
Car mileage, balance		'	
Loss and damage			
Interplanta namons	l .		
Barges, floats, tugs, ferry-boats, expenses of, in-			
cluding wages, fuel, and supplies			
Other expenses			ļ
<u>.</u>			
Total			
General expenses—			
Salaries of officers			
Salaries of clerks	1		
General office expenses and suppliesAgencies, including salaries and rent		 	
Advertising			
Commissions			
Insurance			
Expense of fast freight lines			
Expense of traffic associations			[
Expense of stock yards and elevators	:		
Rents for tracks, yards, and terminals, page 47, B			
Rents not otherwise provided for			
Legal expenses			
Stationery and printing Other general expenses			
Other general expenses			
Total		:	·
1011			'
	,	•	•

[Note.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—Frank J. Miller, clerk.]

OPERATING EXPENSES - CONCLUDED.

[Apportionment between passenger and freight traffic is estimated according to the rule prescribed by the interstate commerce commission]

			_
Hem	Chargrable to passenger traffic.	Chargeuble to freight traffic.	Total,
Recapitulation of expenses— Maintenance of way and structures Maintenance of equipment Conducting transportation General expenses		+	
Grand total Percentage of expenses to earnings, entire line Operating expenses, Oregon- Maintenance of way and structures Maintenance of equipment Conducting transportation General expenses	-		s 7,184.25
Total	******		\$ \$6,836.67 69,43

Operating expenses in the State of Oregon are arrived at by taking the same proportion of total expenses as the Oregon train mileage bears to the total train mileage. They are not divided between passenger and freight, as our passenger and train mileage being nearly equal, the rule laid down by the inter-State Commission would be inapplicable

CONTRACTS, AGREEMENTS, ETC.

Here give a concise statement of all existing contracts, agreements, arrangements, etc., with other companies or persons, concerning the transportation of freight or passengers. Give the statement in the following order, viz: 1. Express companies. 2. Mails. 3. Sleeping. parlor, or dining car companies. 4. Freight or transportation companies or lines. 5. Other railroad companies. 6. Steamboat or steamship companies. 7. Telegraph companies. 8. Other contracts.

- 1. Northern Pacific Express Company. Beer, first-class rate; produce, one and one half first-class rate; merchandise, one and one-half first-class rate.
 - 2. None.
 - None.
 None.
- 5. Northern Pacific Railroad Company. Interchange of freight from eastern terminals, Oregon & Washington Territory Railroad, 15%; Northern Pacific Railroad, 85% of proportion west of Northern Pacific eastern terminals. Puget Sound, Oregon & Washington Territory, 30%; Northern Pacific, 70%. Points south of Tacoma to Portland, inclusive, Oregon & Washington Territory, 27%; Northern Pacific, 73%. Interchange of passenger traffic—Oregon & Washington Territory local and Northern Pacific local divided on mileage basis. To points east of Sprague and west of North Yakima. Oregon & Washington Territory have an allowance of 20% of the Northern Pacific proportion of fare to Tacoma.
 - 6. None.
 - 7. Western Union.
 - 8. None.

EMPLOYÉS AND SALARIES.

Cla×8.	Number.	Total number of days worked	Total yearly compensation.	Average daily com- pensation.
General officers		·		
General office clerks				1
Station agents				1
ther station men		!		
Enginemen				1
EnginemenFiremen				b
Conductors				1
Other trainmen				
Machinists		İ		
Carpenters				
CarpentersOther shopmen				i
Section foremen				
Other track men				
Other trackmen				1
Telegraph operators and dispatchers		1		
Employés—account floating equipment				
Employés—account floating equipmentAll other employés and laborers				
·		· ·		
Total (including general officers), Oregon Less general officers				
		. .		<u>'</u>
Total (excluding general officers), Oregon- Distribution of above—		<u>.</u>		1
General administration	~			
Maintenance of way and structures				
Maintenance of equipment		 		
Maintenance of way and structures Maintenance of equipment Conducting transportation				
Total (including general officers), Oregon				
Less general officers				
		'		
Total (excluding general officers), Oregon		!		
<u>.</u>		<u>'</u> '		
Total (including general officers) entire line				
				

Our accounts have not been kept so as to show what proportion of work and compensation is chargeable to Oregon.

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

Freight traffic	Item.	Column for ton- nage, number passengers, num- ber trains, mileage, number cars.	Column for revenue and rates.
Total passenger revenue, page 35 1,936, 44 1,0858 Average amount received from each passenger 1,0858 1,0858 Average receipts per passenger per mile	Passenger traffic—	!	1
Total passenger revenue, page 35 1,936, 44 1,0858 Average amount received from each passenger 1,0858 1,0858 Average receipts per passenger per mile	Number of passengers carried earning revenue	4,546	
Total passenger revenue, page 35 1,936, 44 1,0858 Average amount received from each passenger 1,0858 Average receipts per passenger per mile 2,0858 Estimated cost of carrying each passeuger one mile 114,56 Passenger earnings per mile of road 114,56 Passenger earnings per train-mile 22437 Preight traffic 114,56 Passenger earnings per train-mile 22437 Number of tons carried of freight earning revenue 50,232 Number of tons carried one mile 22437 Number of tons carried one mile 48,725,40 Average amount received for each ton of freight 48,725,40 Average amount received for each ton of freight 2,702 Average receipts per ton per mile 2,806 Extimated cost of carrying one ton one mile 2,805 Freight earnings per mile of road 1,090,53 Freight earnings per mile of road 1,090,53 Freight earnings per train mile 2,0366 Passenger and freight revenue, page 35 53,661,84 Passenger and freight earnings, page 35 53,841,17 Passenger and freight earnings page 35 53,841,17 Passenger and freight earnings page 35 53,841,17 Passenger and freight earnings page 35 53,841,17 Passenger and freight earnings page 35 53,841,17 Passenger and freight earnings page 35 53,841,17 Passenger and freight earnings page 35 53,841,17 Passenger and freight earnings page 35 53,841,17 Passenger and freight earnings page 35 53,841,17 Passenger and freight earnings page 35 53,841,17 Passenger and freight earnings page 35 53,841,17 Passenger and freight earnings page 35 53,841,17 Passenger and freight earnings page 35 53,841,17 Passenger and freight earnings page 35 53,841,17 Passenger and freight earnings page 35 53,841,17 Passenger and freight earnings page 35 53,841,17 Passenger and freight earnings page 35 53,841,17 Passenger and freight earnings page 35 53,841,17 Passenger and freight earnings page 35 53,841,17 Passenger and fre	Number of passengers carried one mile		
Total passenger revenue, page 35 1,936, 44 1,0858 Average amount received from each passenger 1,0858 Average receipts per passenger per mile 2,0858 Estimated cost of carrying each passeuger one mile 114,56 Passenger earnings per mile of road 114,56 Passenger earnings per train-mile 22437 Preight traffic 114,56 Passenger earnings per train-mile 22437 Number of tons carried of freight earning revenue 50,232 Number of tons carried one mile 22437 Number of tons carried one mile 48,725,40 Average amount received for each ton of freight 48,725,40 Average amount received for each ton of freight 2,702 Average receipts per ton per mile 2,806 Extimated cost of carrying one ton one mile 2,805 Freight earnings per mile of road 1,090,53 Freight earnings per mile of road 1,090,53 Freight earnings per train mile 2,0366 Passenger and freight revenue, page 35 53,661,84 Passenger and freight earnings, page 35 53,841,17 Passenger and freight earnings page 35 53,841,17 Passenger and freight earnings page 35 53,841,17 Passenger and freight earnings page 35 53,841,17 Passenger and freight earnings page 35 53,841,17 Passenger and freight earnings page 35 53,841,17 Passenger and freight earnings page 35 53,841,17 Passenger and freight earnings page 35 53,841,17 Passenger and freight earnings page 35 53,841,17 Passenger and freight earnings page 35 53,841,17 Passenger and freight earnings page 35 53,841,17 Passenger and freight earnings page 35 53,841,17 Passenger and freight earnings page 35 53,841,17 Passenger and freight earnings page 35 53,841,17 Passenger and freight earnings page 35 53,841,17 Passenger and freight earnings page 35 53,841,17 Passenger and freight earnings page 35 53,841,17 Passenger and freight earnings page 35 53,841,17 Passenger and freight earnings page 35 53,841,17 Passenger and fre	Average distance carried	 	1
Estimated cost of carrying each passenger one mile	Total passenger revenue, page 35	-	\$ 4, 936. 44
Estimated cost of carrying each passenger one mile	Average amount received from each passenger		1.08589
Estimated cost of carrying each passenger one mile	Average receipts per passenger per mile		
Total passenger earnings per mile of road	Estimated cost of carrying each passenger one mile		
Passenger earnings per train-mile	Total nassenger earnings nage 35	1	i 5 119 77
Freight traffic	Passenger earnings per mile of road.		114.56
Freight traffic	Passenger earnings per train-mile		. 23439
Number of tons carried of freight earning revenue 50, 232 Number of tons carried one mile		1	1
Number of tons carried one mile Average distance haul of one ton Total freight revenue, page 35 Average amount received for each ton of freight	Number of tons carried of freight earning revenue	50, 282	
Average distance haul of one ton Total freight revenue page 35 48,725.40	Number of tons curried one mile	00,200	
Total freight revenue, page 35	A verge distance hall of one ton		
Estimated cost of carrying one ton one mile Total freight earnings, page 55.	Total freight revenue nage 35		48 795 40
Estimated cost of carrying one ton one mile Total freight earnings, page 55.	Average amount received for each ton of freight		97021
Estimated cost of carrying one ton one mile Total freight earnings, page 55.	A varage amount received for each ton or neighboring	-	. 51021
Total freight earnings page 55	Fetimated cost of carrying one ton one mile		
Freight earnings per mile of road	Total fraight parnings nage 55		49 705 40
Passenger and freight — Passenger and freight revenue, page 35	Freight garnings nor mile of road		1 000 55
Passenger and freight— 53,661.84 Passenger and freight revenue per mile of road 1,201.02 Passenger and freight earnings, page 35. 53,844.17 Passenger and freight earnings per mile of road 1,205.01 Gross earnings from operation, page 35. 53,844.17 Gross earnings from operation per mile of road 1,205.01 Expenses, page 45. 36,836.67 Expenses per mile of road 824.45 Train mileage— 41,840 Miles run by passenger trains 21,840 Miles run by freight trains 23,924 Miles run by switching trains 23,924 Miles run by construction and other trains 296 Grand total train mileage 46,060 Mileage of loaded freight cars—north or east Mileage of empty freight cars—south or west Mileage of empty freight cars—south or west Mileage of empty freight cars—south or west Mileage of empty freight cars—south or west Mileage of empty freight cars—south or west Mileage of empty freight cars—south or west Mileage of empty freight cars—south or west	Project comings per mile of rought		1,050.50
Passenger and freight revenue, page 35 Passenger and freight revenue per mile of road 1, 201 02 Passenger and freight earnings, page 35 Passenger and freight earnings per mile of road 1, 205, 01 Gross earnings from operation, page 35 Grand total trains Grand total train mileage Mileage of loaded freight cars—north or east Mileage of loaded freight cars—north or east Mileage of empty freight cars—north or east Mileage of empty freight cars—north or east Mileage of empty freight cars—north or east Mileage of empty freight cars—north or east Mileage of empty freight cars—south or west Mileage of empty freight cars—south or west Mileage of empty freight cars—south or west	Programmen and freight		2,0300
Passenger and freight revenue per mile of road 1, 201 02 Passenger and freight carnings, page 35 53, 844 17 Passenger and freight earnings per mile of road 1, 205 01 Gross earnings from operation, page 35 53, 844 17 Gross earnings from operation per mile of road 1, 205 01 Expenses, page 45 36, 836 67 Expenses per mile of road 824, 45 Train mileage— Miles run by passenger trains 21, 840 Miles run by freight trains 23, 924 Miles run by mixed trains 23, 924 Miles run by switching trains 45, 764 Miles run by construction and other trains 296 Grand total train mileage 46, 060 Mileage of loaded freight cars—north or east Mileage of empty freight cars—south or west Mileage of empty freight cars—south or west Mileage of empty freight cars—south or west	Passenger and freight—	· i	E0 661 04
Passenger and freight earnings page 35. Passenger and freight earnings per mile of road. Gross earnings from operation, page 35. Gross earnings from operation per mile of road. Expenses, page 45. Expenses per mile of road. Train mileage— Miles run by passenger trains. Miles run by mixed trains. Total mileage trains earning revenue. Miles run by switching trains. Miles run by construction and other trains. Grand total train mileage Mileage of loaded freight cars—north or east. Mileage of empty freight cars—north or west. Mileage of empty freight cars—south or west. Mileage of empty freight cars—south or west. Mileage of empty freight cars—south or west.	Passenger and freight revenue, page 33		1 03,001.04
Passenger and freight earnings per mile of road Gross earnings from operation, page 35	Passenger and freight revenue per mile of road		1,201 02
Gross earnings from operation, page 35. Gross earnings from operation per mile of road. Expenses, page 45. Expenses per mile of road. Train mileage— Miles run by passenger trains. Miles run by freight trains. Total mileage trains earning revenue. Miles run by switching trains. Miles run by construction and other trains. Grand total train mileage. Mileage of loaded freight cars—north or east. Mileage of empty freight cars—north or west. Mileage of empty freight cars—south or west. Mileage of empty freight cars—south or west. Mileage of empty freight cars—south or west.	Passenger and freight earnings, page 35.	·	53,843.17
Expenses, page 45	Passenger and freight earnings per mile of road		1,205.01
Expenses, page 45	Gross earnings from operation, page 35		53,844 17
Expenses, page 45	Gross earnings from operation per mile of road		1,205.01
Train mileage— Miles run by passenger trains. Miles run by freight trains. Miles run by mixed trains. Total mileage trains earning revenue. Miles run by switching trains. Miles run by construction and other trains. Grand total train mileage. Mileage of loaded freight cars—north or east. Mileage of loaded freight cars—south or west. Mileage of empty freight cars—south or west. Mileage of empty freight cars—south or west.	Expenses, page 45.		36, 836, 67
Miles run by passenger trains 21,840 Miles run by freight trains 23,924 Miles run by mixed trains 45,764 Miles run by switching trains 45,764 Miles run by construction and other trains 296 Grand total train mileage 46,060 Mileage of loaded freight cars—north or east Mileage of empty freight cars—north or east Mileage of empty freight cars—south or west Mileage of empty freight cars—south or west	Expenses per mile of road.		824, 45
Total mileage trains earning revenue 45,764 Miles run by switching trains Miles run by construction and other trains 296 Grand total train mileage 46,060 Mileage of loaded freight cars—north or east Mileage of loaded freight cars—south or west Mileage of empty freight cars—south or west Mileage of empty freight cars—south or west Mileage of empty freight cars—south or west	Train mileage—	1	
Total mileage trains earning revenue 45,764 Miles run by switching trains Miles run by construction and other trains 296 Grand total train mileage 46,060 Mileage of loaded freight cars—north or east Mileage of loaded freight cars—south or west Mileage of empty freight cars—south or west Mileage of empty freight cars—south or west Mileage of empty freight cars—south or west	Miles run by passenger trains	21,840	
Total mileage trains earning revenue 45,764 Miles run by switching trains Miles run by construction and other trains 296 Grand total train mileage 46,060 Mileage of loaded freight cars—north or east Mileage of loaded freight cars—south or west Mileage of empty freight cars—south or west Mileage of empty freight cars—south or west Mileage of empty freight cars—south or west	Miles run by freight trains	23, 924	
Total mileage trains earning revenue			
Grand total train mileage 46,060 Mileage of loaded freight cars—north or east Mileage of empty freight cars—north or east Mileage of empty freight cars—south or west Mileage of empty freight cars—south or west Mileage of empty freight cars—south or west Mileage of empty freight cars—south or west Mileage of empty freight cars—south or west			
Grand total train mileage 46,060 Mileage of loaded freight cars—north or east Mileage of empty freight cars—north or east Mileage of empty freight cars—south or west Mileage of empty freight cars—south or west Mileage of empty freight cars—south or west Mileage of empty freight cars—south or west Mileage of empty freight cars—south or west	Total mileage trains earning revenue	¹ 45,764	
Grand total train mileage 46,060 Mileage of loaded freight cars—north or east Mileage of empty freight cars—north or east Mileage of empty freight cars—south or west Mileage of empty freight cars—south or west Mileage of empty freight cars—south or west Mileage of empty freight cars—south or west Mileage of empty freight cars—south or west	Miles run by switching trains.		1
Grand total train mileage 46,060 Mileage of loaded freight cars—north or east Mileage of empty freight cars—north or east Mileage of empty freight cars—south or west Mileage of empty freight cars—south or west	Miles run by construction and other trains.	. . 296	
Mileage of loaded freight cars—north or east			The same of the sa
Mileage of loaded freight cars—north or east	Grand total train mileage	46,060	
Mileage of loaded freight cars—south or west Mileage of empty freight cars—north or east Mileage of empty freight cars—south or west	Mileage of loaded freight cars—north or east		
Mileage of empty freight cars—north or east Mileage of empty freight cars—south or west	Mileage of loaded freight cars—south or west		
Mileage of empty freight cars—south or west	Mileage of empty freight cars—north or east		
	Mileage of empty freight cars—south or west		
Average number of freight cars in train	Average number of freight cars in train		
Average number of loaded cars in train	Average number of loaded cars in train		
Average number of empty cars in train	A varge number of empty sere in train		
Avarage number of tens of freight in train	Avarage number of tang of freight in train		
Average number of tons of freight in trainAverage number of tons of freight in each loaded car	A vivege number of tone of freight in sech loaded see		
Average number of tons of freight in each loaded car			

[[]Note.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]

FREIGHT TRAFFIC MOVEMENT.

[COMPANY'S MATERIAL EXCLUDED.]

	. Commodity.	Freight originating on this road.	Freight received from connecting roads and other carriers. (Whole tons.)	Total freight	tonnage.
		(Whole tons.)	Freight from ing other (W)	Whole tons.	Per cent.
	Grain	38,492	23	38,515	
	FlourOther mill products	1,027 1,115			
Produc's of					
agriculture	Hay	. 🗝			
	Cotton	' ·			
	Tobacco Cotton Fruit and vegetables	109			
	Livestock	3,962	2	3, 964	
	Dressed meats	3		3	
Products of	Dressed meatsOther packing-house products		86	85	
animals.	Poultry, game, and fish	1		1	
	Wool	16		16	!
	Hides and leather	17	2	19	
	Anthracite coal				
Products of	Bituminous coal		124	127	,
mines.	Coke		19	19	1
	Stone, sand, and other like articles	20	1	21	
Deaducts of	Lumber	328	1 2,419	2,747	
forest.	Wood and posts	433	25 25	458	
gorcos.	Petroleum and other oils.	100	54	54	
	I Sugar	1	17	18	
	Naval stores				
	Naval stores		31	31	1
_	I from and steel rails.				
Manufac-	Other castings and machinery Bar and sheet metal	2	_	4	
tures.	Bar and sheet metal		23	23	
	Cement, brick, and lime		22	46	
	Agricultural implements	65	56	121	
	Wagons, carriages, tools, etc	13	4	8	<u> </u>
	Wines, liquors, and beers Household goods and furniture	57	20 40	33 97	
Merchandis	e transcrious goods and initialities	: 57 53	465	518	
	us—other commodities not men-	(.0	ישני ו	, 010	
tioned abo		815	158	973	
Total 1	onnage, Oregon	16, 640	3,592	50, 232	
Total t	tonnage, entire line			*****	
				ł	I

		A.—MILEAGE	LEAGE OF	MILEROAD	GE.	IN OREGON.	ż			
	Line represented capital stock.	Line represented by capital stock.	Line of		Line oper-	Line oper- ated under	Total mile-	New line	Rails.	· **
Line in use.	Mam line.	Branches and spurs.	proprietary companies.	lea unaer lease.	contract, rtc.	trackage rights.	age merated	during year.	Iron.	steet.
Miles of single track	30.22	14 46					44.68			44.68
Miles of fourth track		4.85					28.4		1	4.85
Total mileage oper- ated (all tracks)	30.22	19.31					49.53			49.53
		B.—MILEAGE I.—MILEA	OF GE OP	LINE BY ST ERATED BY RO.		CATES AND TERRITORIES AD MAKING THIS REPORT.	ORIES.	•	•	
	Line repr	Line represented by capital stock.	Line of	Line oper-	Line oper-	New line	Twal mile-	Line oper-	Rails.	, %
Nate or territory.	Main line.	Branches and spurs.	propriedary companies.	ded unaer leave.	contract,	during year.		trackage rights.	Iron.	Stret.
Total mileage oper- ated (single track)								• • •		
	3	11 - 1	MILEAGE OWNED BY	NED BY ROAL	MAKING	THIS REPORT		· .	•	,
	Line repres	Line represented by capital stock.	Line of	Line oper-	Line oper- ated under		Total mile- age, exclud-	2	Rails.	18.
State or territory.	Hain line	Branches and spurs.	companies.	lease.	contract, etc.	during year.	ing trackage rights.		Iron.	Steel.
Total mileage owned (single track).										

Oregon & Washington Territory Railroad Company, 1891.

	,	(.કર્મા	M. Soborg	3.05 9.45	20
	ades.	อนเบ	માંગ્રેસ્ટ્રાઇ કુઇ કુઇ કુઇ કુઇ કુઇ કુઇ કુઇ કુઇ કુઇ કુ		2
	Descending grades.	'ยาน	osses of descen	584.34 477.85	1,062.19
· •	Desce		Number.	r-00	01
Profile.	des.	Bu	તે કુણારકાતર હિ પ્રુપાલકા (મુશ કાજાલકા (મુશ	12. 97	17.47
	Ascending grades	.87	Sum of ascen	759.84 892.64	, 152. 48
1	A*C		Number.	rc &	7
	•	ગાા જ	Length of leve (Ailes.)	<u> </u>	1.03
	.snil	յան։	ોત્રાણીત ગુ સંજ (.કર્માણી)	21.30 9.83	31.28
Allgnment.	to (.æ)i	M) UBu	આ પ્રાપ્ટ ક્લાઇ પુરુ આ પ્રાપ્ટ ક્લાઇ મુખ્ય	8.92 4.53	13, 45
*		.89371	ns so sequing	26 18 18	<u> </u>
		1	Miles.	30.22	44.68
	Working divisions or branches.		Ę	PendletonAthena	
	Working di		From—	State lineKillian Junction	Total

about (Pred)					1		
			oan y.	Name of operating company	MAKING THIS REPORT	Name of operating company.	allroad Company.
	Total	THIS REPORT	Operated by another company.	Name of	OF ROAD	Name of opera	Oregon & Washington Territory Railroad Company.
		H.		Miles of wire.	ED ON PROPERTY		. Oregon & W
	OF TRACK - Four feet cirbt and one-half inches: 44-58 miles.	TELE BY COMPAN	1		BUT LOCATED		Sempany
	ht and one-ba	AOWNED	Operated by this company.	Miles of wher.	COMPANY,	Name of owner	Western Union Telegraph Company
	Four feet elz		Operated by a	Hilos of line.	ANOTHER		Western Union
	F TRACK.		Miles of wire.		B. OWNED BY	Miles of wire	50.14
	GAUGE	}	files of line.		E P	Files of Hine.	46, 68

OATH.

STATE OF WASHINGTON.
County of Walla Walla.

We, the undersigned, general manager and auditor of the Oregon & Washington Territory Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, so far as the data we have been able to collect would enable us, to the best of our knowledge, information, and belief.

C. B. WRIGHT, JR.,
General Manager.
ROWLAND SMITH,
Auditor.

Subscribed and sworn to before me this 5th day of October, 1891.

J. L. SHARPSTEIN,

[SEAL.]

Notary Public.

REPORT

OF THE

INDEPENDENCE & MONMOUTH RAILWAY COMPANY.

For the year ending June 30, 1891.

HISTORY.

- 1. Name of common carrier making this report? Independence & Monmouth Railway Company.
 - 2. Date of organization?
- 3. Under laws of what government, state, or territory organized? [If more than one, name all; give reference to each statute and all amendments thereof.] Oregon.
- 4. If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same
 - 5. Date and authority for each consolidation?
- 6. If a reörganized company, give name of original corporation, and refer to laws under which it was organized.
- 7. [For companies not making operating reports.] What carrier operates the road of this company?

ORGANIZATION.

Names of directors.	Postoffice address,	Date of expiration of term.
D. W. Sears	McCoy, Oregon	December 31, 1891.

Total number of stockholders at date of last election? Ten. Date of last meeting of stockholders for election of directors? December 31, 1890. Give postoffice address of general office. Independence, Oregon.

Give postoffice address of operating office. Independence, Oregon.

Independence & Monmouth Railway Company, 1891.

OFFICERS.

Tille.	Na me .	Location of office.
Chairman of the board	F. A. Patterson	Independence, Or. Independence, Or.
First vice-president		
Second vice president		
Third vice-president SecretaryTreasurer		
Secretary	W. P. Connaway	Independence, Or.
Tressurer	B. F. Smith	Lewisville, Or.
(JOY)OPA KOUPUIOP	1	, , ,
Attorney, or general counsel	• • • • • • • • • • • • • • • • • • • •	
Comptroller		
Assistant comptroller		
Auditor		
Assistant auditor		
General manager	_ ~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	
Assistant general manager		
Chief engineer		
General superintendent		
Assistant superintendent		
Division superintendent Division superintendent		
Division superintendent		
Division superintendent		
Superintendent of telegraph		
Traffic manager		
Assistant traffic manager		
General freight agent		
Assistant general freight agent		i
General passenger agent		ì
Assistant general passenger agent		
		İ
Assistant general ticket agent		
General baggage agent		
Superintendent of express		
Land commissioner		l

PROPERTY OPERATED.

[FOR ROADS MAKING OPERATING REPORTS.]

1.	Railroad line represented by capital stock:	3.	
	(a) Main line.	4.	Line operated under contract, or where the
	(b) Branches and spurs.	ì	rental is contingent upon earnings or
2.	Proprietary companies whose entire capi-	ł	other considerations.
	Proprietary companies whose entire capital stock is owned by this company.	5.	Line operated under trackage rights.
	Name of every railroad the operations of wh	ich a	re included in the income account—page 31.

Vama	Tern	rimals.	line for road ed.	of line rach roads
Name.	From—	<i>T</i> o—	Miles each nam	Miles for class nam
Independence & Monmouth Railway	Independence	Monmouth	21/2	

Note—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]

Independence & Monmouth Railway Company, 1891.

Total removal		Amortionment	_	andle of enough	1	,
	To radinads.	To other proper-	Amount per mile of road.	Атоны.	Remarks.	
**************************************						 I
B.—FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT, Page 31.	CLUDED IN	THE INCO	CKAGE RIGHE ACCOUN	SHTS EXCLUDE:	b), THE OPERATIONS	_
Name of road captai stock.	Punded debt.		Current Habitikes.	Total.	Miles. Amount.	
Independence & Monmouth Rallway \$ 100,000 00						1 :
Total.						- !!

Independence & Monmouth Railway Company, 1891.

COST OF ROAD,	EQUIPMENT,	AND	PERMANENT		IMPROVEMENTS.	
	Erp	Expenditures during year.	entr.	,)	
		Not included in operating expenses	peraling expenses	Total cost	Total cost	
	of the ling sea.	Charged to income account as permunant suprovements.	Charged to construction or equipment.	June 30, 1860.	June 30, 1891.	Obst per mile.
			10,738 84			
			336 17			
			2,640 00	1		1
When announced and the state of			2, 167 98		\$ 16,119 47	6,445
			385 00			
Grand total cost construction, equipment, etc			11 11 11 11 11		8 6,588 30 8 22,703 77	

Independence & Monmouth Railway Company, 1891.

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual carnings
Passenger—			
Passenger revenue and freight	1		
Tickets redeemedExcess fares refunded			
Other repayments			
• •			·
Total deductions			
Total passenger revenue		 	
MailExpress			
Extra baggage and storage	.;		
Other items	~		
Total passenger earnings			
Freight— Freight revenue			
Less repayments— Overcharge to shippers———————————————————————————————————	•		1
Other repayments	.		
Total deductions		· I	
I Own Gouthons			
Total freight revenueStock yards			
Elevators			
Other items			
Total freight earnings			
Total passenger and freight earnings			
Other earnings from operation— Car mileage, balance Switching charges, balance			
Switching charges, balance			
Telegraph companies			
Rents from tracks, yards, and terminals Rents not otherwise provided for			
Other sources			
Total other earnings			
•		' 	·
Total gross earnings from operation, Oregon. Total gross earnings from operation, entire			1
line			

Independence & Monmouth Railway Company, 1891.

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

Item.	Column for ton- nage, number passengers, num- ber trains, mileage, number cars.	Column for revenue and rates.
Passenger traffic—		
Number of passengers carried earning revenue and free Number of passengers carried one mile	47, 031	
Number of passengers carried one mile		
Average distance carried		
Total passenger revenue, page 35		
Average amount received from each passenger		. 05
Average receipts per passenger per mile		
Estimated cost of carrying each passenger one infle Total passenger comings, page 25		
Posconger carnings, page 3)	**********	
Total passenger earnings, page 35		
Freight traffic—		
Number of tons carried of freight earning revenue.		
Number of tons carried of freight earning revenue Number of tons carried one mile		
Average distance haul of one ton	1	
Total freight revenue, page 35		•••••
Average amount received for each ton of freight		
Average receipts per ton per mile Estimated cost of carrying one ton one mile Total freight earnings, page 55 Freight earnings per mile of road Freight earnings per train-mile		
Estimated cost of carrying one ton one mile		
Total freight earnings, page \$5.		
Freight earnings per mile of road.		
Freight earnings per train-mile		
Passenger and Ireigni—	•	i
Passenger and freight revenue, page 35 Passenger and freight revenue per mile of road		
Passanger and freight cornings nego 25		
Passenger and freight earnings, page 35. Passenger and freight earnings per mile of road		
Gross earnings from operation, page 35		
Gross earnings from operation per mile of road		
Expenses nage 45	.]	
Expenses, page 45Expenses per mile of road		
Train milagra	1	
Miles run by passenger trains		
Miles run by passenger trains Miles run by freight trains	•••••	
Miles run by mixed trains		•
		<u> </u>
Total mileage trains earning revenue	 	1
Total mileage trains earning revenue	·	1
Miles run by construction and other trains.		1
Grand total train mileage		1
Wilege of leaded freight care month or sect	·	
Mileage of loaded freight cars—north or east		
Milega of ampty freight carenorth or cost		
Milege of curpty freight care—south or west		
Average number of freight cars in train		1
Average number of loaded cars in train		
Average number of empty cars in train		
Average number of tons of freight in trainAverage number of tons of freight in each loaded car		
A garage number of tong of freight in each looded car	·	
VACIONE RATIONAL OF COMPANY OF THE CHAIN TO CHAIL TO CHAIL THE CHA		

[[]Note.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—Frank J. MILLER, clerk.]

REPORT OF RAILROAD COMMISSIONERS.

Independence & Monmouth Railway Company, 1891.

OATH.

F OREGON, County of Polk.

e undersigned, F. A. Patterson, President, and W. P. Connaway, Secretary, of the index & Monmouth Railway Co., on our oath do severally say that the foregoing return has ared, under our direction, from the original books, papers, and records of said contained, under our direction, from the original books, papers, and records of said contained two have carefully examined the same, and declare the same to be a complete and tement of the business and affairs of said company in respect to each and every I thing therein set forth, to the best of our knowledge, information, and belief; and we that no deductions were made before stating the gross earnings or receipts herein set pt those shown in the foregoing accounts, and that the accounts and figures contained going return embrace all of the financial operations of said company during the period said return is made.

F. A. PATTERSON,
President.
W. P. CONNAWAY,
Secretary.

I and sworn to before me this 8th day of February, 1892.

REPORT

OF THE

ROGUE RIVER VALLEY RAILWAY COMPANY.

For the year ending June 30, 1891.

HISTORY.

- 1. Name of common carrier making this report? Rogue River Valley Railway Company.
 - 2. Date of organization? February 4, 1891.
- 3. Under laws of what government, state, or territory organized? [If more than one, name all; give reference to each statute and all amendments thereof.] State of Oregon.
- 4. If a consolidated company, name the constituent companies. [Give reference to charters of each, and all amendments of same.] None.
 - 5. Date and authority for each consolidation. None.
- 6. If a reörganized company, give name of original corporation, and refer to laws under which it was organized. None.
- 7. [For companies not making operating reports.] What carrier operates the road of this company? None.

ORGANIZATION

Names of directors.	Postoffice address.	Date of expiration of term.
E. J. DeHart	Portland, Or	Febru ary 4, 1892.

Total number of stockholders at date of last election? Five.
Date of last meeting of stockholders for election of directors? February 4, 1891.
Give postoffice address of general office. Portland, Oregon.
Give postoffice address of operating office. Medford, Oregon.

OFFICERS.

Title.	Name.	Location of office.
Chairman of the board President First_vice-president	William Honeyman	Portland, Oregon.
First vice-presidentSecond vice-presiden Third vice-presidentSecretary		
Secretary	W. A. Buchanan	Portland, Oregon.
Treasurer	Francis Fitch	Medford, Oregon.
Auditor		
Assistant auditor General manager Assistant general manager	J. D. Howell	
Chief engineer General superintendent Assistant general superintendent Division superintendent	J. W. Graham	Medford, Oregon.
Division superintendent Division superintendent		
Superintendent of telegraph		
Assistant traffic manager General freight agent Assistant general freight agent General passenger agent Assistant general passenger agent General ticket agent	E. J. DeHart	Portland, Oregon
General passenger agent Assistant general passenger agent General ticket agent		
Assistant general ticket agent General baggage agent Superintendent of express		1
Land commissioner		

PROPERTY OPERATED.

[FOR ROADS MAKING OPERATING REPORTS.]

In giving roads, observe the following classification and order:

- 1. Railroad line represented by capital stock: (a) Main line.
- (b) Branches and spurs. 2. Proprietary companies whose entire capital stock is owned by this company.
- 3. Line operated under lease for specified sum.
 4. Line operated under contract, or where the rental is contingent upon earnings or other considerations.
 - 5. Line operated under trackage rights.

Name of every railroad the operations of which are included in the income account, page 31.

Name,	Term	ninal s .	line for h road ned.	the for cass
	From-	То	Miles caci nan	Miles cac of nan
Rogue River Valley Railway Company	Į.	Jacksonville	51/2	
Total miles of line for road named	·		51/2	

[[]Note.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—Frank J. MILLER, clerk.]

STOCK.	
Ą	
F	
5	
5	

1,000 \$ 100,000 0 \$ 100,000 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Description.	Number of share and and and and and and and and and and	Par value of shares.	Data par raine authorized.	Total amount lmuedandout- standing.	Diridends declared during year. Rate, Amount.	d during year.	
## 100 00 \$ 100,000 \$ 100,000					1			
y payment for capital stock. Abarer teaucd on am't issued. Thtel number of Total cash realised during year. The formal stock during year. The formal stock during year. The formal stock during year. The formal stock during year. The formal stock during year. The formal stock during year. The formal stock during year. The formal stock during year. The formal stock during year. The formal stock during year. The formal stock during year. The formal stock during year.				1 (100,000,000			_
wetion— 1,000 1,000 1,000		Number of shares issued during year.	Oash realized on am't issued during year.		Total cash real-	Remar	ribor.	
1,000 1,000	vetion.							
1,000 1,000 1,000			1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1					
1,000 1,000 1,000	_	1,000	4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	1,000	- ! !			_
		1,000	***********	1,000				

		Erpen	Expenditures during the year.	e year.	8.2.0		,
	-		Not tuctuded in o	Not fueluded in operating expenses	Total cost	Total cost	
Ист.		Included in operating expenses.	Charged to income account as permanent improvements.	Charged to construction or equipment	In to 1890.	June 30, 1891.	Cost per salle
				,			
Grading and bridge and culvert masonry	Ī					5,431.09	***************************************
						15, 758 06	
	-					2,620 90	
	1 1				2 2 8 8 8 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	25.00 20.00	
						'	
			,		* * * * * * * * * * * * * * * * * * * *		***************************************
					****	1.129.08	
		,				no and it	
				***************************************	•		
	A.	9 1				18 SE .4	
	***************************************					\$ 82, 902 RT	100000000000000000000000000000000000000
			4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	_		4,242,61	
		;					
	_			************	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		
			***	4 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		2,673 11	
	• 1 • 1 • 1 • 1 • 1 • 1 • 1 • 1 • 1 • 1				1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	20 ON	
Total equipment						8,257.34	
Orand total cost construction, equipment, etc.	quipment, etc.	-	*## * * * * * * * * * * * * * * * * * *			\$ 41,160 11	
Balan and annual annual and the same and							

INCOME ACCOUNT.

[FOR BOADS MAKING OPERATING REPORTS.]

Gross earnings from operation, page 35 Less operating expenses, page 45	·				
Income from operation Deficit Dividends on stocks owned, page 37 Interest on bonds owned, page 39 Miscellaneous income, less expenses, page 41	\$	2,	, 408	78	
					ì
Income from other sources					
Total income					
Interest on funded debt accrued, page 23Interest on interest-bearing current liabilities accrued, not other-	1				1
wise provided forRents, page 47, A					
Permanent improvements, page 29					
Other deductions from income	I—				ŀ
	1				!
Net income					
Dividends, _%, common stock Dividends, _%, preferred stock Other payments from net income					
Total					
Surplus from operations of year ending June 30, 1891 Deficit from operations of year ending June 30, 1891					i
Surplus on June 30, 1890 (from general balance sheet, 1890 report) Deficit on June 30, 1890 (from general balance sheet, 1890 report)					
Additions for year]
Surplus on June 30, 1891 (for entry on general balance sheet, p. 51). Deficit on June 30, 1891 (for entry on general balance sheet, p. 49)	1				I
	1				

[[]Note.—Where reference is made in the above table to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—Frank J. MILLER, clerk.]

EARNINGS FROM OPERATION—STATE OF OREGON.

Item.	Total receipts.	Peductions, account of repayments, etc.	Actu	al earnings.
Passenger—			i	
Passenger revenue			18	1,437 75
Less repayments— Tickets redeemed			1	
Excess fares refunded			 	
Other repayments				
• • •		· · 		
Total deductions	Į.		l	
Total passenger revenue			•	1 497 73
Mail	1		₹	1,301 10
Express			1	
Extra baggage and storage Other items		·	i	12 00
Other items				
Total nagranger compings	1			2 440 **
Total passenger earningsFreight—			3	1,449
Freight revenue	 			
Less repayments—	i		!	
Overcharge to shippers				
Other repayments				
Total deductions		·		
Total freight revenue		1	8	310 28
Stock yards				
Elevators				
Other items			!	
Total freight earnings				
Total passenger and freight earnings			15	1,760 🖼
Other earnings from operation— Car mileage, balance Switching charges, balance			l	
Car mileage, Dalance	******		!	
Telegraph companies				
Telegraph companies				
Reut not otherwise provided for	1			
Other sources				
Total other corner		\ 	ļ	
ICHAI CHAP CHTNIDSX				
Total other carnings			i ———	
	1	1	8	1, 760 (E)
Total gross earnings from operation, Oregon. Total gross earnings from operation, entire			\$	1,760 03

[[]Note.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—Frank J. MILLER, clerk.]

OPERATING EXPENSES.

[Apportionment between passenger and freight traffic is estimated according to the rule prescribed by the interstate commerce commission.]

Item.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Tolal.
Maintenance of way and structures—] 		
Repairs of roadwayRenewals of rails			
Renewals of rails			
Renewals of ties			
Repairs of bridges and culverts			
Repairs of fences, road-crossings, signs, and cat- tle guards			
Repairs of buildings.			
Repairs of docks and wharves			
Repairs of telegraph			
Other expenses	i		
•			
Total	}		
Maintenance of equipment—	1		
Repairs and renewals of locomotives			\$ 7 00
Repairs and renewals of passenger cars		 	!
Repairs and renewals of freight cars	1		23 82
Repairs and renewals of ferry-boats, tugs, floats, and barges.			
Shop machinery, tools, etc.			
Other expenses			
Total			'\$ 30 82
Conducting transportation— Wages of enginemen, firemen, and round-house-			
men			
menFuel for locomotives			8 471 39
Water supply for locomotives			1
All other supplies for locomotives			145 39
Wages of other trainmen			684 26
All other train supplies			
Wages of switchmen, flagmen and watchmen			
Rypanse of mail including train dispatchers	i	ì	1
and operators			i 14 50
Wages of station agents, clerks, and laborers			
Station supplies			20 50
Station suppliesSwitching charges, balance			
Car rent, balance			334 80
Loss and damage			
Loss and damage Injuries to persons			
Barges, floats, tugs, ferry boats, expenses of, in-	1		i
cluding wages, fuel, and supplies Other expenses			
orner expenses			
Total		1	\$ 1,670 84
General expenses—			9 1,070 01
Salaries of officers			
Salaries of clerks.			
General office expenses and supplies.			216 16
Agencies, including salaries and rent)
Advertising			161 55
Commissions			101 00
Insurance.			57 0 5
Expense of fast freight lines			0, 00
Expense of traffic associations			
Expense of stock yards and elevators			
Rents for tracks, yards, and terminals, page 47, B			
Rents not otherwise provided for locomotives			1, 106 00
Legal expenses			652 M
Stationery and printing			144 39
Other general expenses.			
Over Arms Ar hamperson accommendance			
Total	<u> </u>		

[Note.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—Frank J. MILLER, clerk.]

OPERATING EXPENSES—CONCLUDED.

[Apportionment between passenger and freight traffic is estimated according to the rule prescribed by the interstate commerce commission.]

Item.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
Recapitulation of expenses—			
Maintenance of way and structures			\$,30 R2 1,670 84
General expenses			2,467 15
Grand totalPercentage of expenses to earnings, entire line			\$ 4,168 81
Operating expenses, Oregon— Maintenance of way and structures Maintenance of equipment			
Conducting transportation			
Total			
Percentage of expenses to earnings, Oregon			

Rogue River Valley Railway Company, 1891.

		Rogue I	 -	ey na · —	- ·	yc	omys
Year ending June 30, 1891.	Decrease.			· · · · · · · · · · · · · · · · · · ·	****	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
Year ending.	Increase						
1, 1991.	Total.	8, 257 24 8, 257 24		\$ 41,160 11	100,000 00		\$ 100,000 00
June 80, 1891.	Ilon.						
1	A 2 M 2 M 1			Liabilities,		ot yet payable	
•	·			Grand total			Grand total
	Total.			4 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
JHR¢ 30, 1890.	Nem.				0 4 1		

CONTRACTS, AGREEMENTS, ETC.

Here give a concise statement of all existing contracts, agreements, arrangements, etc., with other companies or persons, concerning the transportation of freight or passengers. Give the statement in the following order, viz.: 1. Express companies. 2. Mails. 3. Sleeping. parlor, or dining car companies. 4. Freight or transportation companies or lines. 5. Other railroad companies. 6. Steamboat or steamship companies. 7. Telegraph companies. 8. Other contracts.

Wells, Fargo & Co.'s express, \$15 per month for treasure box; 20 cents per 100 pounds merchandise, 10 cents per 100 pounds special matter.
 U. S. mail, not yet determined.
 None.
 None.
 None.
 None.
 None.
 None.
 None.
 None.

EMPLOYÉS AND SALARIES.

Class.	Number.	Total number of days worked		tal yearly pensation.	da	tverd ily o neat:	MAR-
General officers—secretary	1		\$	600 00	\$	1	67
Station agentsOther station men	2	146					831/3
EnginemenFiremen		146 146			•		00 50
ConductorsOther trainmen	i	146			,		67
Machinists	+						
Other shopmen	' 				l		67
Section foremen Other trackmen Switchmen, flagmen, and watchmen	4	122				_	50
Telegraph operators and dispatchers		1	l		1		·
Employés—account floating equipment All other employés and laborers							·
Total (including general officers), Oregon_ Less general officers	11 1				L		
Total (excluding general officers), Oregon. Distribution of above—							****
General administration Maintenance of way and structures							
Maintenance of equipment	'		 				• • • • • •
Total (including general officers), Oregon Less general officers							
Total (excluding general officers), Oregon			' <u></u>				
Total (including general officers) entire	·		; 				

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—STATE OF OREGON.

Item.	Column for ton- nage, number passengers, num- ber trains, mileage, number cars.	Column for revenue and rales.
Passenger traffic—	1	
Number of passengers carried earning revenue	7,334	
Number of passengers carried one mile		
Average distance carried Total passenger revenue, page 35		
Average amount received from each passenger		
Average amount received from each passenger		
Average receipts per passenger per mileEstimated cost of carrying each passenger one mile		
[Tota] nessenger earnings nage 35]		R 1 449 75
[Total passenger earnings, page 35]Passenger earnings per mile of roadPassenger earnings per train-mile		1,110 10
Passenger earnings per train-mile		
Freight traffic—		,
Number of tons carried of freight earning revenue		
No. 11. It was a final and a second a second and a second and a second and a second and a second and a second and a second and a second and a second and a second and a second and a second and a second and a second and a second a second and a second and a second and a second and a second and	4	1
Average distance haul of one ton		
Total freight revenue, page 35		310 28
Average amount received for each ton of freight		
Average receipts per ton per mile		
Estimated cost of carrying one ton one mile		
[Total freight earnings, page 35]		
Freight earnings per mile of road		
TACKET OUT OF A A COLUMN PART OF THE PROPERTY		
Passenger and treight—	1	l .
Passenger and freight revenue, page 35	'	
Passenger and freight revenue, page 35	!	
Passangar and fraight parnings nage 35		i
Passenger and freight earnings per mile of road		
Gross earnings from operation, daye 30	:	1
Gross earnings from operation per mile of roadExpenses, page 45Expenses per mile of road		
Expenses, page 45	'	
Expenses per mile of road		
Train mileage—	•1.	
Miles run by passenger trains	5/2	
Miles run by ireight trains		
Miles run by mixed trains		
Total mileage trains comming serence	51/	1 700 00
Total mileage trains earning revenue Miles run by switching trains Miles run by construction and other trains	3/2	1,700 0.5
Miles run by switching mains		
Miles full by constituction and other trains		
Grand total train mileage		
Grand total train mileage		
Mileage of loaded freight cars—south or west	,	
Mileage of empty freight cars—north or east		
Mileage of empty freight cars—south or west		
Average number of freight cars in train		
Average number of freight cars in trainAverage number of loaded cars in train		
Average number of empty cars in train		
Average number of empty cars in trainAverage number of tons of freight in train		
Average number or tons of freight in each loaded car		

FREIGHT TRAFFIC MOVEMENT.

[COMPANY'S MATERIAL EXCLUDED.]

Products of agriculture	onnage.	Total freight to	Freight received from connecting roads and other carriers. (Whole tons.)	Freight originating on this road.	Commodity.	
Products of agriculture	Per cent.	Whole tons.	Freight from ing r other (Who			
Products of agriculture					Grain	ſ
Tobacco Cotton Fruit and vegetables Live stock Dressed meats Other packing-house products animals. Products of animals. Products of mines. Products of mines. Products of forest. Products of forest. Products of sugar. Petroleum and other like articles Sugar. Naval stores Iron, pig and bloom Iron and steel rails Other castings and machinery tures. Manufac- tures. Manufac- tures. Manufac- tures. Manufac- tures. Merchandise Miscellaneous—other commodities not mentioned above.					riour	
Tobacco Cotton Fruit and vegetables Live stock Dressed meats Other packing-house products animals. Products of animals. Products of mines. Products of mines. Products of forest. Products of forest. Products of sugar. Petroleum and other like articles Sugar. Naval stores Iron, pig and bloom Iron and steel rails Other castings and machinery tures. Manufac- tures. Manufac- tures. Manufac- tures. Manufac- tures. Merchandise Miscellaneous—other commodities not mentioned above.		10			Other mill products	Produc's of
Cotton		10			Hay	
Products of animals. Products of animals. Other packing-house products Poultry, game, and fish Wool. Hides and leather. Anthracite coal. Bituminous coal. Coke. Ores. Stone, sand, and other like articles Products of forest. Products of forest. Products of stone, sand, and other like articles Products of tores. Products of forest. Petroleum and other oils. Sugar. Naval stores. Iron, pig and bloom. Iron and steel rails. Other castings and machinery Bar and sheet metal. Cement, brick, and lime Agricultural implements Wagons, carriages, tools, etc. Wines, liquors, and beers. Household goods and furniture. Miscellaneous—other commodities not mentioned above.						agriculture
Products of animals. Products of animals. Products of mines. Products of mines. Products of forest. Products of store, sand, and other like articles Products of forest. Products of sugar. Products of forest. Products of forest. Products of forest. Products of store, sand, and other like articles Products of forest. Products of forest. Petroleum and other oils. Sugar. Naval stores. Iron, pig and bloom. Iron and steel rails. Other castings and machinery tures. Bar and sheet metal. Cement, brick, and lime Agricultural implements. Wagons, carriages, tools, etc. Wines, liquors, and beers. Household goods and furniture. Merchandise Miscellaneous—other commodities not mentioned above.	l				Cotton	
Products of animals. Other packing-house products Poultry, game, and fish Wool Hides and leather. Anthracite coal Bituminous coal Coke Ores Stone, sand, and other like articles Products of forest. Petroleum and other oils Sugar Naval stores Iron, pig and bloom Iron and steel rails. Other castings and machinery tures. Manufac- tures. Manuf			~~~~~~~		Fruit and vegetables	Į.
Products of animals. Other packing-house products Poultry, game, and fish Wool Hides and leather 10						f
Poultry, game, and fish Wool Hides and leather 10					Dressed meats	
Wool Hides and leather 10 Anthracite coal Bituminous coal Coke Ores Stone, sand, and other like articles Products of forest. Petroleum and other oils Sugar 20 Naval stores Iron, pig and bloom Iron and steel rails Other castings and machinery 20 Bar and sheet metal Cement, brick, and lime Agricultural implements Wagons, carriages, tools, etc. Wines, liquors, and beers 10 Merchandise Miscellaneous—other commodities not mentioned above 10 Merchandise Miscellaneous—other commodities not mentioned above 10 Merchandise Miscellaneous—other commodities not mentioned above 10					Other packing-nouse products	
Hides and leather					Poultry, game, and nan	animais.
Products of mines. Products of coke Ores. Stone, sand, and other like articles Products of forest. Petroleum and other oils. Sugar. Naval stores Iron, pig and bloom. Iron and steel rails. Other castings and machinery. tures. Bar and sheet metal. Cement, brick, and lime. Agricultural implements. Wagons, carriages, tools, etc. Wines, liquors, and beers. Household goods and furniture. Merchandise Miscellaneous—other commodities not mentioned above.		10			(Tidos and lookhon	
Products of mines. Products of forest. Products of forest. Petroleum and other oils. Sugar. Naval stores. Iron, pig and bloom. Iron and steel rails. Other castings and machinery. Bar and sheet metal. Cement, brick, and lime. Agricultural implements. Wagons, carriages, tools, etc. Wines, liquors, and beers. Household goods and furniture. Merchandise. Miscellaneous—other commodities not mentioned above.		10			hides and leather	,
mines. Coke_Ores_Stone, sand, and other like articles Products of forest. Petroleum and other oils_Sugar_Naval stores_Iron, pig and bloom_Iron and steel rails_Other castings and machinery_tures. Manufac_tures. Bar and sheet metal_Cement, brick, and lime_Agricultural implements_Wagons, carriages, tools, etcWines, liquors, and beers_Household goods and furniture Merchandise_Miscellaneous—other commodities not mentioned above					Pituminous coal	
Stone, sand, and other like articles Stone, sand, and other like articles Stone, sand, and other like articles 20		****************			Colto	Products of
Stone, sand, and other like articles 20	,				Owos	mines.
Products of forest. Petroleum and other oils					Stone and and other like articles	
Petroleum and other oils Sugar Naval stores Iron, pig and bloom Iron and steel rails Other castings and machinery tures. Bar and sheet metal Cement, brick, and lime Agricultural implements Wagons, carriages, tools, etc. Wines, liquors, and beers Household goods and furniture Merchandise Miscellaneous—other commodities not mentioned above Petroleum and other oils 20 20 10 10 10 10 10 10 10 10					•	
Sugar Naval stores Iron, pig and bloom Iron and steel rails Other castings and machinery 20 Ear and sheet metal Cement, brick, and lime 10 Agricultural implements Wagons, carriages, tools, etc. 10 Wines, liquors, and beers Household goods and furniture Merchandise Miscellaneous — other commodities not mentioned above 10 10 10 10 10 10 10 1	h					forest.
Naval stores					Petroleum and other oils	[
Manufac- tures. Manufac- tures. Description and steel rails Other castings and machinery Example 10 Agricultural implements Wagons, carriages, tools, etc. Wines, liquors, and beers Household goods and furniture Merchandise Miscellaneous—other commodities not mentioned above Iron, pig and bloom Iron and steel rails 20 10 10 Merchandise Merchandise		20			Sugar	
Manufac- tures. Description and steel rails Other castings and machinery Bar and sheet metal Cement, brick, and lime Agricultural implements Wagons, carriages, tools, etc. Wines, liquors, and beers Household goods and furniture Merchandise Miscellaneous—other commodities not mentioned above Iron and steel rails 20 10 Agricultural implements 10 Household goods and furniture					Naval stores	ì
Manufac- tures. Bar and sheet metal	1				iron, pig and bloom	
tures. Bar and sheet metal					Other and steel rails	Manufaa
Cement, brick, and lime Agricultural implements Wagons, carriages, tools, etc. Wines, liquors, and beers Household goods and furniture Miscellaneous—other commodities not mentioned above		20			Other castings and machinery	
Agricultural implements					Company brick and line	tures.
Wagons, carriages, tools, etc		10			Agricultural implements	
Wines, liquors, and beers		10			Warrang angular tools ato	
Merchandise Miscellaneous—other commodities not mentioned above		10			Wines lianors and hears	
Merchandise Miscellaneous—other commodities not mentioned above		10			Wongohold goods and frantisms	
*****					Uonemoid Roods and inimitate	Morohandigo
**************************************					is—other commodities not men-	Migrallango
**************************************	Į.				AV TO CARCI COMMODITIES MAI INCH.	Ade barrett
					7	MOHER ADO
Total tonnage, Oregon 120 Total tonnage, entire line 120					onnage, Oregon.	Total to

DESCRIPTION OF EQUIPMENT.

Item.	Number added during year.	Total number at end of year.	Equip	oped with train brake.		ment fitled with natic coupler.
	Nemb	Total at end	No.	Kind.	No.	Kind.
Locomotives— Passenger Preight		1	1	Westinghouse _		
Switching Leased						
Total locomotives	1	1	1			
First-class passenger cars. Second-class passenger cars. Combination passenger cars. Emigrant cars.		!		Westinghouse		
Dining cars						
Other cars in passenger service		1	1		ļ	
Cars in freight service— Box cars— Flat cars—		1		Hand		
Stock cars		 			 	
Refrigerator cars Other cars, push and hand		1				
TotalCars in company's service—		4				
Gravel cars Derrick cars Caboose cars						
Other road cars						
Cars contributed to fast freight line service—						
Total cars ownedCars leased—						
Grand total cars		5				

Rogue River Valley Railway Company, 1891.

			M.—MILEAGE	ILE OF	AGE. ROAD OPERATED.	ATED.				
4	Line repr capital	Line represented by capital stock.	Line of	Line oper-		Line oper- ated under	Total mile-	New line	Ratts	
	Matn line.	Branches and spurs.	ргоричениу сотранка	dease.		trackage rights.	age operated	during year.	Iron.	Steet.
	% 9	1								1 2
									, **	1 1
Total mileage oper- ated (all tracks)	%9	*			1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1				7.4	8%
		B MILEAGE 1 MILEA		OF LINE BY STOR OR OPERATED BY RO	STATES AND TERRITO ROAD MAKING THE REPORT.	D TERRITORIES.	ORIES.			
	ТАНС терп сарфа	Line represented by capital stock.	Line of	Тіне орег-	Line oper-		Total mile-	Line oper-	Raile	25
come or territory.	Nain Une.	Branches and spure.	proprietary companies		contract, etc.	constructed during year.	ing trackage rights.		Iron.	Skeel,
Oregon	\$19									
Total mileage oper- ated (single track) .	2%			***************************************				1.		
		II MILE	AGE	OWNED BY ROA	ROAD MAKING TRIS REPORT	HIS REPORT	1			
	Line repr copilal	Line represented by capital stock.	Line of	Line oper-	Line oper-	New Hine	Total mile-	Line oper-	Raile.	fe.
State of terrainty	Main line	Branches and spurs	propriedary compandes.	deed ander lease.	contract, etc.	during pear.	ing trackage rights.	tracknoe rights	Iron.	Steet,
Oregon	\$K9			9						9
Total mileage owned (single track)	5%						-		1	!

RENEWALS OF RAILS AND TIES.

	Arerage price at distributing point.					Average	per mile.		
genr.	Number.	15, 180							1 b p p p p p p p p p p p p p p p p p p
New ties told during year.					VES.	Total free	tons.	X 2	4 4 1 3
New t	Kind.				BY LOCOMOTIVES.	Wood - Cirrida.	Noft.	**	7.
]] [Wood-	Inrd		
	Armage price perice per ton at distributing point.	92 25	87 50 62 50	62 50	OF FUEL	Oval — Tons.	Bünminous.		
year.	Weight per pard. (Pounds)	20 B	24 25	8	CONSUMPTION	Oral-	Anthrocite.		
New rails laid during year.	Tone.	6	82	242	CONB				let .
New rat	Klud.	Iron	on	Total steel		T consecutions	POLOMOCITA O		Total Average cost at distributing point

Rogue River Valley Railway Company, 1891.

				*	Alignment.			ı		Profile.			
				,	(1897)	, .3 11)	,	Aeca	Ascending grades.	ides.	Dearen	Describing grades	ndet.
į	_		-	·	Apprepair length c curred line. (Mi	Length of avaight li (Miles.)	Length of tered line. (Milen)	Number.	Sum of ascenta. (Peel.)	Aggregate tength of condition (Miles)	.mobern.	Sum of descents. (Feet.)	Apprepaie length of descending grades (Miles.)
Wedford	Jacksonville		₹	2	×	a			8	%			
Total.			3,	2	×			1 .	-	\$ X ₀			
		BRI	BRIDGES,	TRESTLES,	, (EB)	TULL	TUNNELS,	ETC.	•	'			
Лет.		Number.	Aggregate length. (Peet.)	Minimum Length. (Flect.)		Martinum length. (Feel.)		18	Item.		Number.		Height of towers aborr and autface of rail. (Fret)
Bridges- Stone Iron Wooden Combination		3 0 1 1 1 1 1 1 1 1 1					Overhead 1 Bridges Conduits Trestles	Overhead highway Bridges Conduits Trestles	610				1 1 0 0 1 4 0 1 0 0 0 1 1 0 1 0 0 0 1 1 0 1 0 0 1 1 1 0 1 0 0 1 1 1 0 1 0 0 1 1
							Tunnela	Total els					

CAR MILEAGE.

State below all individuals, cooperative fast freight lines, and stock companies to which the company making this report pays mileage for the use of cars.

Southern Pacific Railroad Company lines in Oregon; 50 cents per diem per car.

OATH.

STATE OF OREGON, County of Multnomah.

We, the undersigned, William Honeyman. President, and W. A. Buchanan, Secretary of the Rogue River Valley Railway Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

W. HONEYMAN,
President.

W. A. BUCHANAN, Secretary and Treasurer.

Subscribed and sworn to before me this 17th day of September, 1891.
FRANCIS M. STREET,
Notary Public.

[SEAL.]

REPORT

OF THE

ASTORIA & SOUTH COAST RAILWAY COMPANY.

For the year ending June 30, 1891.

HISTORY.

- 1. Name of common carrier making this report? Astoria & South Coast Railway Company.
 - 2. Date of organization? August 18, 1888.
- 3. Under laws of what government, state, or territory organized? [If more than one, name all; give reference to each statute and all amendments thereof.] State of Oregon.
- 4. If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same.
 - 5. Date and authority for each consolidation? None.
- 6. If a reörganized company, give name of original corporation, and refer to laws under which it was organized. None.
- 7. [For companies not making operating reports.] What carrier operates the road of this company? None.

ORGANIZATION.

Names of directors.	Postoffice address.	Date of expiration of term.
John Q. A. Bowlby		October 13, 1891.

Total number of stockholders at date of last election? Two hundred and seventy-five. Date of last meeting of stockholders for election of directors? October 14, 1890.

Give postoffice address of general office. Astoria. Oregon. Give postoffice address of operating office. Astoria, Oregon.

Constitution calls for the election of nine directors at annual meeting in October of each year. In addition to names mentioned above, C. W. Fulton was elected a director, but up to June 30, 1891, had failed to qualify.

OFFICERS.

Title.	Name.	Location of office
Chairman of the board President First vice-president	John Q. A. Bowlby	Astoria, Oregon.
Preside ut	John Q. A. Bowlby	Astoria, Oregon.
First vice-president	Alfred Kinney	Astoria, Oregon.
Second vice presidentThird vice-president Secretary		
Third vice-president		
Secretary	Brenham Van Dusen	Astoria, Oregon.
(PPO SILPOP	Igaiah W. Cago	ASTOPIA LIPPONII
General solicitor		, 5
General solicitor Attorney, or general counsel Comptroller Assistant comptroller Auditor		
Comptroller		
Assistant comptroller		
Auditor		
Assistant auditor		
General manager		
Assistant general manager		
Chief engineer		
Chief engineer	Alfred Kinney	Astoria, Oregon.
Assistant superintendent		inclosia, oregoni
Division superintendent		
Division superintendent	,	
Division superintendent	· · · · · · · · · · · · · · · · · · ·	
Superintendent of telegraph	• • • • • • • • • • • • • • • • • • •	
Traffic manager		
Assistant treffic manager		
Traffic managerAssistant traffic managerGeneral freight agent	'	
Assistant general freight agent		1
General passenger agent		
Assistant conoral passances acont		
Assistant general passenger agent		1
General ticket agent		
Assistant general ticket agent		İ
General baggage agent		
Superintendent of express		
Land commissioner		

No officers appointed to the positions left vacant above.

PROPERTY OPERATED.

[FOR ROADS MAKING OPERATING REPORTS.]

In giving roads	, observe the follo	owing classification	and order:
-----------------	---------------------	----------------------	------------

- 1. Railroad line represented by capital stock:
 (a) Main line.
- (b) Branches and spurs.

 2. Proprietary companies whose entire capital stock is owned by this company.

 5. Line operated under trackage rights.
- Line operated under lease for specified sum.
 Line operated under contract, or where the rental is contingent upon earnings or other considerations.

Name of every railroad the operations of which are included in the income account—page 31.

No.	Te ₁ m	inals.	line for road ed.	of line each roads ed.
Name.	From—	<i>To</i> —	Miles each nam	Miles for class nam
Astoria & South Coast	Young's Bay	Clatsop Beach	15.78	

Note—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]

Astoria & South Coast Railway Company, 1891.

	CA	CAPITAL STOCK.	OCK.				_
Descréption	Number of	Par raine of	Total par wine	Inal amount	Diridends declared during year.	during year.	
					Raite.	Аточиг.	
Capital stock— Common	50,000	\$ 100 00	\$ 500,000 00	2,665 50			-
Total causes remembered to the court of the	900,000	100 00	\$ 500,000 00	\$ 2,655.50			
Manner of payment for capital stock.	Number of shares issued during year.	Outh realized on any't issued during year.	Total number of shares incl.	Total rash real- ized,	Remarks		
	2,683%	\$ 145,480 00		\$ 145,480 CO			
					company, and is here returned because there was no returns	ere returned bo returns	
					made to the commission ! year, as the road was not operation June 30, 1890.	the commission last the road was not in June 30, 1890.	
Total	2,6551/2	2,655% \$ 145,490 00	2,65674	\$ 145 480 00			-

COST OF ROAD, EQUIPM	QUIPMENT,	AND	PERMANENT	IMPROVEMENTS	MENTS.		
,	Expen	Espendiures during the year.	c year.	,		١,	
		Not included to o	Not included in operating expenses	Thing cost	Total cost		
Лем	Included in operating expenses.	Charged to income account as permanent	Charged to construction or equipment.	to June 30, 1890.	fo Fune 20, 1891.	Cost per mile.	
Construction-				2.407.00	2.408.35		
		*		100 000	ě		
	***************************************			12,557 74	12,574 34		
				25,476 GG	200 200 200 200 200 200 200 200 200 200		
				11, 198 48	11, 196 83		
					1, 391 31	4 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
	*****	1		K 050 74	6 177 11		
				2006	27 17 17		
		;	**********	1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0			
-							
77		44 4564			50 000 00		
Purchase of constructed road	, , , , , , , , , , , , , , , , , , , ,			*****	יייייייייייייייייייייייייייייייייייייי		-
Other Rems				6,077 54	6, 882 90		
Total construction				\$ 105, 119 39	157, 702, 13	\$ 9,993 79	•
with the officer of	*****			5, 397, 28	5,616 53 2,859 54		
1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		,					•
				****	K/0 0/x		
1 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4			-	4,173 72	4,178 72		

Total equipment			*****	\$ 9,571.00	13,018 12		
Grand total cost construction, equipment, etc.				\$ 114,690 89	170, 715 25	\$ 10,818 45	
Total cost construction, equipment, etc .				***************************************			
				1			

INCOME ACCOUNT.

[FOR ROADS MAKING OPERATING REPORTS.]

		—		
Gross earnings from operation, page 35Less operating expenses, page 45	\$	7, 801 2, 217	15 62	
Income from operation	8	5,583	53	*****************
Dividends on stocks owned, page 37	Ì			
Interest on bonds owned, page 39	١			
Miscellaneous income, less expenses, page 41				
Income from other sources				
Total income	\$	5, 583	53	
Deductions from income—				
Interest on funded debt accrued, page 23 Interest on interest-bearing current liabilities accrued, not other-	! 			
wise provided for	!			******
Rents, page 47, A				
Taxes Permanent improvements, page 29				
Other deductions.				
V411VI WV44VVVVVVVVVVVVVVVVVVVVVVVVVVVVVVVVV				1
Total deductions from income	! 			
Net income	\$	5, 583	53	
Dividends, -4, common stock				
Dividends, -5, preferred stock				
Other payments from net income				
	!			
Total	1\$	5,583	53	
Surplus from operations of year ending June 30, 1891				
Deficit from operations of year ending June 30, 1891				*****
	!			
Surplus on June 30, 1890 (from general balance sheet, 1890 report)	İ		_	
Surplus on June 30, 1890 (from general balance sheet, 1890 report) Deficit on June 30, 1890 (from general balance sheet, 1890 report)	1			
and the second s				
Additions for year				
Deductions for year				
Surplus on June 30, 1891 (for entry on general balance sheet, p. 51)_				
Deficit on June 30, 1891 (for entry on general balance sheet, p. 49)				
The same well and from ourself our Beneficial ourself by solution				
	-			

[[]Note.—Where reference is made in the above table to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—Frank J. MILLER. clerk.]

EARNINGS FROM OPERATION—STATE OF OREGON.

Item.	Total	l recei	pts.	Peductions, account of repayments, etc.	Actual earnings,
Passenger—	!				
Passenger revenueLess repayments—					1
Tickets redeemed					
Excess fares refunded	•				
Other repayments					
Total deductions				1	
Total passenger revenue					
Mail	!				
ExpressExtra baggage and storage					
Other items					
				<u> </u>	
Total passenger earningsFreight—	8	5,919	29		
Freight revenue	1				
Less repayments—	1				<u> </u>
Overcharge to shippers					
Other repayments					
Total deductions					
m	!				
Total freight revenue Stock yards	3	7,88L	86		i
Elevators					
Other items					
Total freight earnings					
Total nessenger and freight earnings	8	7,801	15		
Other earnings from operation— Car mileage, balance					
CMITCHINK CHRISCE. ORINICE	I			!	
I DIOGRAND COMMONICO	7			I	
Rents from tracks, yards, and terminals, page 41 Rents not otherwise provided for	,			'	
Other sources					
				·	·
Total other carnings			-		
	'				
Total gross earnings from operation, Oregon Total gross earnings from operation, entire		•			
line]	7,801	15		

[[]NOTE.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]

OPERATING EXPENSES.

[Apportionment between passenger and freight traffic is estimated according to the rule prescribed by the interstate commerce commission.]

Item.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
Maintenance of way and structures—	İ		
Repairs of roadway			
Renewals of tion			
Renewals of ties			
Repairs of fences, road-crossings, signs, and cat-			
tle guarde		1	
tle guardsRepairs of buildings			
Repairs of docks and wharves	1		
Repairs of telegraph			
Other expenses.			
•			
Total	\$ 805 37		
Maintenance of equipment—			
Maintenance of equipment— Repairs and renewals of locomotives			
Repairs and renewals of passenger cars			
Repairs and renewals of freight cars			
Repairs and renewals of ferry-boats, tugs, floats,		1	İ
81111 D&I&C3	1	1	
Shop machinery, tools, etcOther expenses			
Other expenses			
Total	l	j	
Conducting transportation—			
Wages of enginemen, firemen, and round-house-	! !		
men		_	
Fuel for locomotives			
Water supply for locomotives			
All other supplies for locomotives			
Wages of other trainmen			
All other train supplies			
Wages of switchmen, flagmen and watchmen	!		
Expense of mail, including train dispatchers			
and operators			
Wages of station agents, clerks, and laborers			
Station supplies	~		
Switching charges, balance			
Car mileage, balance	;		
Loss and damage	••••		
Injuries to personsBarges, floats, tugs, ferry-boats, expenses of, in-	! 		
cluding wages fuel and supplies	Ì	l 1 .	! 1
cluding wages, fuel, and suppliesOther expenses			~~~~~~~~~~~
A4-40 Am			
Total			
General expenses—	1		
Salaries of officers			
Salaries of clerks			
General office expenses and supplies		l	S 604 4-)
Agencies, including salaries and rentAdvertising			
Advertising		 	155 00
Commissions			
Insurance.			
Expense of fast freight lines			
Expense of traffic associations			
Expense of stock yards and elevators			
Rents for tracks, yards, and terminals, page 47, B Rents not otherwise provided for		·	
Legal expenses			O EAA AM
Stationery and printing			2,509 00 271 25
Other general expenses			2/1 2
O			
Total		 	

[Note.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]

OPERATING EXPENSES—CONCLUDED.

[Apportionment between passenger and freight traffic is estimated according to the rule prescribed by the interstate commerce commission.]

Item.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
Recapitulation of expenses— Maintenance of way and structures Maintenance of equipment Conducting transportation			\$ 805 37
General expenses		1	
Percentage of expenses to earnings, entire line Operating expenses, Oregon— Maintenance of way and structures			 \$ 805 37
Maintenance of equipment Conducting transportation General expenses			
TotalPercentage of expenses to earnings, Oregon			

COMPARATIVE GENERAL BALANCE SHEET.

Astoria & South Coast Railway Company, 1891.

June 30, 1891. Sear ending June 30, 1891.	Hem Total Increase. Decrease.	\$ 157 702 18 \$ 52,582 74 3,031 12 \$,442 19			00 000 000	\$ 500,000 00
Open of	Q - 10 - 10 - 10 - 10 - 10 - 10 - 10 - 1		Materials and supplies Sinking fund Sundries Profit and loss	Grand total	Accrued interest on funded drbt not yet payable Profit and loss	Grand total
1,690.	Total.			0 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		1
June 30, 1890.	Ben.				** ** ** ** ** ** ** ** ** ** ** ** **	1 ()

EMPLOYÉS AND SALARIES.

Class.	Number.	Total number of days worked	Total yearly compensation.	Average daily com- pensation.
General officers, {Chief engineer	1 1	60 300	\$ 2,400 00 850 00	\$ 6 66 2 83
General office clerks	2	150	720 00	2 00
Enginemen	1	245 245	1,460 00 1,200 00	4 00 3 33
ConductorsOther trainmen	1	240 150	885 00 720 00	2 42 2 00
Machinists Carpenters				
Other shopmen Section foremen Other track men	. 1	300 360	780 00 730 00	2 16
Switchmen, flagmen, and watchmenTelegraph operators and dispatchersEmployes—account floating equipment				
All other employés and laborers, and donkey engines	1	60	1,460 00	4 00
Total (including general officers), Oregon_ Less general officers	14	2, 110	\$ 11,205 00	\$ 3 07
Total (excluding general officers), Oregon- Distribution of above— General administration————————————————————————————————————				
Maintenance of way and structures Maintenance of equipment Conducting transportation				
Total (including general officers), Oregon Less general officers				
Total (excluding general officers),Oregon				
Total (including general officers) entire				

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

Item.	Column for ton- nage, number passengers, num- ber trains, mileage, number cars.	Column for revenue and rates.	
Passenger traffic—	22.010	! 	
Number of passengers carried earning revenue Number of passengers carried one mile	12,919		
Number of passengers carried one mile	· • • • • • • • • • • • • • • • • • • •	'	
Average distance carried Total passenger revenue, page 35			
Total passenger revenue, page 35			
Average amount received from each passenger		*****	
Average receipts per passenger per mile Estimated cost of carrying each passenger one mile Total passenger earnings, page 3)		1	
Estimated cost of carrying each passenger one mile		e 5 010 %	
Desconder carrings, page 3)		0, 919 23	
Passenger carnings per mile of road Passenger earnings per train-mile		1	
Number of tons carried of freight earning revenue Number of tons carried one mile	1	!	
Number of tons carried one mile		,	
Average distance haul of one ton	1		
Total freight revenue, page 35		1	
Total freight revenue. page 35			
Average receipts per tou per mile			
Average receipts per ton per mileEstimated cost of carrying one ton one mile			
Total freight earnings, page 55Freight earnings per mile of road			
Freight earnings per mile of road.		1,881 86	
Freight earnings per train-mile			
Device and feetals	1	1	
Passenger and freight revenue, page 35			
Passenger and freight revenue per mile of road			
Passenger and freight carnings, page 35		7,801 15	
Passenger and freight earnings per mile of road			
Gross earnings from operation, page 35Gross earnings from operation per mile of road		*****************	
Gross earnings from operation per mile of road			
Expenses, page 45Expenses per mile of road		!	
Expenses per mile of road			
Train mileage— Miles run by passenger trains	1		
Miles run by freight trains.			
Miles run by mixed trains			
Miles full by in Acu trains			
Total mileage trains earning revenue			
Total mileage trains earning revenue		1	
Miles run by construction and other trains.			
Miles tall by Committee and Other trains.			
Grand total train mileage			
Mileage of loaded freight cars—north or east	ł		
Mileage of loaded freight cars—south or west	_		
Mileage of empty freight cars—north or east			
Mileage of empty freight cars—north or east Mileage of empty freight cars—south or west			
Average number of freight cars in trainAverage number of loaded cars in trainAverage number of empty cars in train			
Average number of loaded cars in train			
Average number of empty cars in train			
Average number of tons of freight in train			
Average number of tons of freight in each loaded car			

[[]Note.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—Frank J. Miller, clerk.]

DESCRIPTION OF EQUIPMENT.

Item.	Number added during year.	Total number al end of year.	Equipped with train brake.		Equipment fitted with automatic coupler.	
	Numbe durin	Total al cnd	No.	Kind.	No.	Kind.
Locomotives-					 	
PassengerFreight			1	Westinghouse_	i	
Switching		, *	[<u> </u>	Megringhonge -		
Leased						n
1300300						
Total locomotives	 	' i	1	1		
Ci - ma la maccongon don dones.co	1	•	_			
First-class nassenger cars			! 			
Second-class passenger cars			!			
Combination passenger cars				,		
Emigrant cars		-		1		H.
Dining cars	, -				<u> </u>	
Parlor cars						
Sleeping cars						
Baggage, express, and postal cars Other cars in passenger service						
Other cars in passenger service						
Total		· 		İ	!	
Cars in freight service— Box cars Flat cars					!	
Box cars			 			
L 100 C010						
Stock cars.					1	
('oai cars		·				
Tank cars.						
Refrigerator cars				******		
Other cars, push and hand						
Total				1		
Cars in company's service—						
(iravel cars		1	:	1	;	
Derrick cars						
Caboose cars						
Other road cars						
		·	! 	,		
Total						
Cars contributed to fast freight line			Ì	1	1	
service-			l] [
Total cars owned				1		
Cars leased—						
0.000]]	ļ	1		
Grand total cars						
Grand Wall Calberral Lines						
: پر این بیان می میشود با در این این این این این این این این این این	! 	 	'	<u> </u>	·	

Rails.

Line oper-

trackage

age, errlud

New line constructed during year.

Line oper-aled under contract,

Line oper-

Line of proprietary

Line represented by capital stock.

lease.

сотрание

Branches and spurs.

Main line.

State or territory.

Total mille-

Week.

Iron.

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Total mileage ope

Oregon.....

Sect.

Iron.

Ra ile.

Line opertrackage rights.

Total mile-

-HILBAGE OWNED BY BOAD MAKING THIS REPORT

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ing trackage rights.

constructed ...

New Gue

Line oper ated under contract.

Line oper-aled under leave

Line of propriedury

Line represented by capital stock.

companies.

Branches and spurs

Main Itae

State or territory

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1

Total mileage owned (single track).

Oregon....

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12, 18

8

\$

STATES AND TERRITORIES.

I.- MILEAGE OPERATED BY ROAD MAEING THIS REPORT.

BY

OF LINE

B.-MILEAGE

15, 78

Total mileage oper-ated (all tracks)...

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1000

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*********** Iron. New line constructed during year.

1

Razie.

Line oper-aled under trackage rights.

Line oper-

contract, etc.

Line oper-

Line of proprieting companies.

Line represented by capital Mock,

Branches and spurs

Marn Une.

Line in use

.... ****

15,60

≊:

Total mile-

age operated

Steel.

A .- MILEAGE OF ROAD OPERATED.

MILEAGE,

į		Devending grades.	length gaileas (astilk)	(Feel.) Aggregate of den	4.47	4.47	l -	Height of lowest above surface of rail. (Feet)		Tunnels Total Tunnels 15.78 miles. was built by contract, and particulars of alignment and profile bave not been	
		жевайя	, shresse	op fo mag	88.78	88.	-	Number.		Ble bay	
	•	_ 		Number.	র	ক	_	_=		pad pu	
	Profile.	odes.	Aggregate tength in a decreating grades, (Miles.)	2.49	2 40			8.	ment a		
		Ascending grades.	TENNOON TO THE	AD IO MHS	7,728	7,723	ا .	ltem.	Overhead bighway crossings Bridges Conduits The-thes Total	of allgr	
Č.		- A80		Унтьбет.	8	g	ETC			Total els perticulars	
ROAD.	·		આર્ક કેજરી	(Miller) Length of	4 .88	± 33	TUNNELS,		Overhead b Bridges Condults Tre-ties Total.		
S OF	پ	Sull	atraight.	Length of (Miles.)	21.12 21.12	TUN	Hazrimum length. (Feet)		contract		
STIC	Айдттені.	of idea.)	Apprepale length of curred line. (Niles.)		88	286 LEB,				8 miles,	
RACTERISTICS		Унтрет об сигтея		=	12	TRESTLES,	Minimum tength (Feet.)		inches; 15,73 miles, was b		
CHARA	 		i	Miles.	1,52	15 78	BRIDGES, 1	Apprepate length. (Feet)	7, 274	half inc.	
၁				Creek		SID.			one Beach		
		танске.	ranches.			[B]	Number.	1 1 19	elght at Clatsop		
		Working divisions or branches.			O'Hanna Creek	-				-Four feet	
	:	Working d		From—	Youngs Bay Channel	Total		Ilem.	Bridges— Stone Iron Wooden Combination draw Trestles	GAUGE OF TRACK-Four feet eight and one half The line from O'Hanna Creek to Clatsop Beach, 1.58	

PORT OF RAILROAD COMMISSIONERS.

z & South Coast Railway Company, 1891.

OATH.

10p. } ss.

lifted Kinney, Prevident, of the Astoria & South Coast Railway Company, the foregoing return has been prepared, under my direction, from the nd records of said company; that I have carefully examined the same, be a complete and correct statement of the business and affairs of said th and every matter and thing therein set forth, to the best of my knowl-filef; and I further say that no deductions were made before stating the sherein set forth, except those shown in the foregoing accounts, and pres contained in the foregoing return embrace all of the fluancial operating the period for which said return is made

ALFRED KINNEY.

President.

President.

before me this 2d day of January, 1892. J. Q. A. BOWLBY, Notary Public for Oregon,

INSPECTION OF RAILROADS FOR 1891.

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INSPECTION OF RAILROADS FOR 1891.

Under the provisions of section 7 of the act of 1891, it is the duty of the Board to make semi-annual inspections of the structures and roadbed on the several lines of railway within the State, and to report to each company what repairs, if any, are necessary. The Board, in compliance with said section, have made two yearly inspections of lines, and have made a report to the company in each instance as to the repairs found necessary, in order that the safety of the traveling public may be better insured. In only four or five instances during the two years have the Board found any structure so defective as to render it absolutely unsafe and requiring immediate repairs or renewal. In each of the cases so found, the order of the Board for immediate repairs or renewal was promptly complied with by the company.

It will be seen by reference to the subjoined reports of inspections, that the constant vigilance of the carrier, where the work of repairs is necessarily left to numerous employés, is not adequate to insure against the great danger which must constantly accrue where so many wooden structures are in daily use, subject as they are to decay in a damp climate; also that greater safety must be the result of State inspection, where, by a systematic policy of inspections, the defects in bridges are brought to the notice of the managing officers of the company. The provisions of section 7 of the act of 1891 seem to be entirely adequate to effect the ends desired, and the Board

know of no reason for any change in this section.

OFFICE OF THE RAILROAD COMMISSION, GRANTS PASS, OREGON, March 9, 1891.

Mr. R. Koehler, Manager S. P. R. R. Co., Portland, Oregon-

DEAR SIR: I am directed by the Board of Railroad Commissioners of the State of Oregon to inform you that, after a careful inspection of trestle bridge No. 1,287, between Grants Pass and Merlin, this Board finds that said structure is in an unsafe condition, and therefore recommends that all of the old bents in said bridge be replaced by new ones at once.

Yours truly,

F. J. MILLER, Clerk of the Board.

OFFICE OF THE RAILROAD COMMISSION, SALEM, OREGON, March 14, 1891.

Mr. R. Koehler, Manager S. P. R. R. Co., Portland, Oregon—

DEAR SIR: I am instructed to inform you that the Board of Railroad Commissioners consider the bridge across Deer Creek, No. 678, in an unsafe condition. The Board therefore recommends that you make such immediate repairs to the same as will insure the safe passage of trains.

Yours truly,

F. J. MILLER, Clerk of the Board.

OFFICE OF THE RAILROAD COMMISSION, SALEM, OREGON, March 19, 1891.

Mr. R. Koehler, Manager S. P. R. R. Co., Portland, Oregon -

DEAR SIR: I am directed by the Board of Railroad Commissioners to inform you that, after a careful inspection of bridge No. 143, at McMinnville, this Board finds that said structure is in an unsafe condition, and recommends the entire renewal of the same at the earliest possible date.

Yours truly,

F. J. MILLER, Clerk of the Board.

OFFICE OF THE RAILROAD COMMISSION, SALEM, OREGON, March 21, 1891.

Mr. R. Koehler, Munager S. P. R. R. Co., Portland, Oregon -

DEAR SIR: I am directed by the Board of Railroad Commissioners to inform you that, after a careful inspection of trestle bridge No. 42, on the Oregonian Railroad (Narrow-gauge Division), this Board considers said bridge in an unsafe condition, and recommends that the same be repaired immediately in a safe and permanent manner.

Also that bridge No. 50, on the same line, is unsafe; and the Board advises that the piles supporting the five bents near the center of the bridge be replaced

with other supports as soon as possible.

Yours truly,

F. J. MILLER, Clerk of the Board.

OFFICE OF THE RAILROAD COMMISSION, SALEM, OREGON, March 30, 1891.

Mr. R. Koehler, Manager S. P. R. R. Co., Portland, Oregon—

DEAR SIR: In accordance with the provisions of the law passed at the last regular session of the Legislative Assembly, the Board of Railroad Commissioners are required to make a semi-annual inspection of your lines in this State, and report to you the condition of the same.

The present Board have made an inspection of your main line between Ashland and Portland, commencing at Ashland on March 6 and ending at Portland on March 16, 1891, and beg to report to you that they have found the

same in the following condition:—

Structure No. 1,558—A number of foundation piles are rotten and should be repaired.

No. 1,557—First and second bents from north end should be renewed.

Piling under the fourth bent from the north end should be renewed.

No. 1,556 — Fourth and fifth bents from the south end need new mudsills.

No. 1,555 — Seventh and eighth bents from south end need new mudsills. No. 1,437 — One new bent required at south end.

No. 1,436 — One new bent required at south end.

Rogue river bridge—Renew the ninth bent from the south end of the south approach.

No. 1,392 — One new pilebent needed at the north end.

No. 1,390 — Thorough overhauling and renewal of bents needed.

No. 1,368—Three new sills needed. No. 1,365—One new bent needed. No. 1,347—Two new sills needed.

No. 1,334—Three new sills needed; posts rotten at the foot. No. 1,313—New foundations needed under the center bents.

No. 1,312 — Fifteen or sixteen new sills needed.

No. 1,311 — Four or five new sills required.

No. 1,306—One new bent and two new sills required. No. 1,305—Two new sills required near the center.

No. 1,301—One new sill required at the south end.

No. 1,287 — New bents entire required.

No. 1,268—Two or three new sills required.

No. 1,248—All new bents required.

No. 1,232—Two new batter posts required.

No. 1,200—One new bent required.

No. 1,192—Two or three new sills needed.

No. 1,189—A thorough overhauling required, and needs a number of new sills and posts.

No. 1,183—One new sill required on the fourth bent from the south end. No. 1,182—One new sill required on the eleventh bent from the south end.

No. 1,178—Twelve new bents and one new sill required.

No. 1,175—Two new sills required on the upper deck near south end, and one new sill in lower deck near the center.

No. 1,171 — Five new bents needed.

No. 1,158—A new span required, and one new bent at north end.

No. 1,146—A new span, a new bent at south end, and a new sill in eighth bent from the north end needed.

No. 1,114—One new bent required.

No. 1,098—Two new bents at the north end needed.

No. 1,097—A new sill needed in fifth bent, and new batter posts in the sixth, seventh, and eighth bents, lower deck, north end.

No. 1,096—A general overhauling required, as it is badly out of surface and line; it also requires a number of new posts and sills.

No. 1,095—A general overhauling and repairs; also requires a number of new sills and posts.

No. 1,094—Same as No. 1,095.

No. 1,093—Two new posts required in bent five, lower deck, numbering from north end.

No. 1,083 — One new bent required near the center.

No. 1,047 — One new bent required.

No. 836 — One new bent required.

No. 744 — One new bent required. No. 723 — One new bent required.

No. 710 — One new bent and bank sill required.

No. 686 — Two new sills required.

No. 678—See letter to the manager, March 14, 1891.

No. 676 — New sills required in the third, fifth, sixth, and seventh bents from the south end.

No. 640 — New bents entire required.

No. 630—A new bridge required.

No. 626—A new bent required.

No. 625—A general overhauling and three new bents and new blocking required.

No. 565 — Eight new bents required, lower deck.

No. 558—One new bent required.

No. 548 — One new bent required at the north end.

No. 538 — One new bent required at the north end.

No. 496—All new bents required. No. 489—A new span required.

No. 484 —A new span needed.

No. 469—Two or three new bents needed. No. 468—Five or six new bents needed.

No. 455 — Seven new sills and one new bent needed at north end.

No. 452—A thorough overhauling and repairs needed; also a number of new bents and posts; it is badly out of line and much decayed.

No. 451—A new bridge needed. No. 450—A new bridge needed.

No. 438 — New bents needed.

No. 356—The thirty-foot opening at south end should be reduced to two

openings, fifteen feet each.

Harrisburg bridge—One new bent in south approach required; the short span at the north end should be replaced with a longer span; north approach requires two new bents at north end.

No. 261—A new bridge needed.

No. 231—A new bent required at the south end.

No. 222 - Swaybraces and two or three bents required.

No. 221 — Four new bents required.

No. 219 — New bridge needed. No. 200 — New bridge needed.

No. 136 — One new bent at south end, and several new stringers, and many new ties needed.

No. 118—Swaybracing, new guard-rails, and many new ties required.

No. 31—All the old stringers need renewing.

No. 4 — New posts needed in first bent at the north end.

The Board feels that a more vigorous policy should be pursued on this line in the renewal of ties all along the line, and would call particular attention to the track between Roseburg and Winchester, where the ties seem to be very bad; also that the spacing of ties on many of the old structures from fifteen to seventeen inches in the clear is too wide to insure safety in case of derailment. The Board recommends that as fast as renewals are made, the spacing be reduced to not exceeding eight inches in the clear. The guardrails on all of the old structures should be renewed with new work, the rail to be not less than 5 x 8 inches, notched one inch over ties, and securely bolted or spiked, and placed not more than twelve inches outside of rail. The stringers on many of the old structures are showing signs of decay; and in a number of instances the Board found them shored up to prevent further weakening. These should be carefully overhauled and inspected on the whole line and renewed wherever necessary. The bents on all the old structures are too far apart. The Board recommends that in all renewals the openings be not to exceed sixteen feet from center to center of bents, and that all bents should be supported by sway-bracing, bolted or spiked at each intersection.

The Board would respectfully call your attention to the practice of shimming up on top of the caps and dumpsills and underneath the stringers, employed on this line, which in their opinion is a dangerous practice, as it raises the stringers and corbels above the caps, thereby destroying all longitudinal support to the bents. We therefore recommend that these small shims be replaced with good and sufficient blocking securely fastened to the caps.

The Board found the track in good line and surface between Eugene and Portland; south of Eugene, the greater part of the distance to Ashland, in bad

surface and line.

The Board notes with satisfaction the extensive fills that are being made on this line, in which many important openings are being filled with earth and gravel, and also the fact that a large number of the old structures are being rebuilt all along the line.

Respectfully submitted.

G. W. COLVIG, A. N. HAMILTON, ROBERT CLOW, Commissioners.

Attest: F. J. MILLER, Clerk.

OFFICE OF THE RAILROAD COMMISSION, SALEM, OREGON, March 31, 1891.

Mr. R. Koehler, Manager S. P. R. R. Co., Portland, Oregon -

DEAR SIR: On March the 17th, the Board of Railroad Commissioners of the State of Oregon left Portland on a tour of inspection of the Westside Division of the Oregon & California Railroad, arriving at Corvallis on March 19, 1891, and beg to report that they found the road in the following condition:—

Structure No. 2 requires new plumbposts in bent No. 15, numbering from the north; lower deck. Bent No. 20, lower deck, needs new sill; bent No. 27,

lower deck, needs new batter-posts.

No. 4 requires bents four, five, and six renewed.

No. 7 requires a thorough overhauling; the entire lower deck should be renewed, and the upper deck requires many new pieces.

No. 8 requires new plumbposts in upper deck in bent No. 8, numbering from the north; also new mudsills under the south portion of the structure.

No. 20 requires nine new mudsills and several new posts in lower deck. No. 26 requires four new sills in lower deck and one in upper deck.

No. 27 requires one new bent, No. 2 from the north end.

No. 39 requires new sills at each end.

No. 51 requires one new sill under bent No 2.

No. 67 requires new dumpsills.

No. 81 requires a general overhauling and repairs.

No. 84 requires a new span and piers. No. 95 requires new bents throughout.

No. 113—Bents four and five need new batter-posts; bents eight and four-teen, new plumbposts, numbering from the north; bents six, seven, ten, eleven, and thirteen need to be renewed.

No. 143 requires renewal. (See letter of March 19, 1891.)

No. 215 needs a new bridge.

The Board repeats what was said in regard to the spacing of ties, and the renewal of guardrails, and the openings between bents, on the Eastside Division, and can but say that its recommendations on that line should be carried out on this. We believe that the stringers on many of the structures between Portland and Corvallis are so old and weather beaten that they have lost their

vitality and strength, and should be thoroughly overhauled, and where found necessary, renewed. The surface and line on this division is bad, and should be given more careful attention, and many new ties are required at once.

Respectfully submitted.

G. W. COLVIG, A. N. HAMILTON, ROBERT CLOW,

Attest: F. J. MILLER, Clerk.

Commissioners.

OFFICE OF THE RAILROAD COMMISSION, SALEM, OREGON, April 1, 1891.

Mr. R. Koehler, Manager O. Ry. Co., Portland, Oregon-

DEAR SIR: On March 23, 1891, the Board of Railroad Commissioners started from Woodburn on their first semi-annual inspection of the Oregonian Railway Company's East-side Division, and concluded the inspection the same

day. We beg to make the following report on its condition:—

This line having been changed from a narrow-gauge to a standard-gauge road during the past year, the light iron in use is not heavy enough to support the engines now used on the line for any but a slow rate of speed. The Board are unanimous in the opinion that trains should not be run over this branch at a rate of speed exceeding ten miles an hour. We found the track very rough and in bad line and surface. The structures having either been renewed, or being now in process of renewal, almost the entire length of the line, as shown by the large force of men engaged in putting in new timbers, and the large amount of new timber distributed at almost all remaining old structures, the Board feel that it would be of little use to make a report in detail of all work on the line which in its opinion would be necessary to make this road safe for a faster service. Structure No. 70 having been repaired and passed by your carpenters, we find that it requires the following additional repairs: New piling entire; three new mudsills at the north end. The west batter-post in the eighth bent, numbering from the north, is rotten and should be replaced with a new post.

We are pleased to note that this line is being put in better surface, and that you have a large floating gang engaged in distributing gravel and surfacing

up the track.

Respectfully submitted.

G. W. COLVIG, A. N. HAMILTON, ROBERT CLOW, Commissioners.

Attest: F. J. MILLER, Clerk.

OFFICE OF THE RAILROAD COMMISSION, SALEM, OREGON, April 1, 1891.

Mr. R. Koehler, Manager O. Ry. Co., Portland, Oregon-

DEAR SIR: On March 19, 1891, the Board of Railroad Commissioners started from Airlie on their first semi-annual inspection of the Oregonian Railway Company's West-side Narrow-gauge Division, and concluded the same at Dundee on March 20. We beg to submit the following report on its condition:—

Bridges Nos. 4, 5, and 6—The piling is in bad condition; considerable repairs and several new bents are required.

No. 10—New bents required throughout.

No. 18—The foundation under bents is in bad shape, and should be overhauled and put in good condition.

No. 19 — New bents entire required. No. 27 — New bents entire required. No. 28 — A new structure required. No. 29 — A new structure required.

No. 30 — A new structure required.

Nos. 42 and 50 — See our letter of March 21, 1891.

SHERIDAN BRANCH.

Three new bridges are required between Sheridan and Ballston; the structures are not numbered on this branch. We find the cattle-guards on the whole line in bad shape; many should be renewed at once, as the timbers are rotten and throw the track out of surface. Many ties are needed between Luckiamute and Airlie. We note that much new work has been done all along this branch since it went into the hands of the Southern Pacific Company, and that the character of the new work is good; also that considerable timber is placed along the track for the purpose of repairing and renewing old work.

Respectfully submitted.

Attest: F. J. MILLER, Clerk.

G. W. COLVIG, A. N. HAMILTON, ROBERT CLOW, Commissioners.

OFFICE OF THE RAILROAD COMMISSION, SALEM, OREGON, April 1, 1891.

Mr. R. Kochler, Manager P. & W. V. Ry. Co., Portland, Oregon —

DEAR SIR: The Board of Railroad Commissioners started from Dundee on the Portland & Willamette Valley Railway on the first semi-annual inspection of this line and arrived at Portland the same day. We beg to report that we found the same in the following condition: The track was in fine line and surface, and the structures were all in good condition and kept in good repair. Respectfully submitted.

G. W. COLVIG, A. N. HAMILTON, ROBERT CLOW,

Attest: F. J. MILLER, Clerk.

Commissioners.

OFFICE OF THE RAILROAD COMMISSION, SALEM, OREGON, April 1, 1891.

Mr. R. Koehler, Manager S. P. R. R. Co., Portland, Oregon -

DEAR SIR: The Board of Railroad Commissioners of the State of Oregon made its first semi-annual inspection of the Lebanon branch of the Southern Pacific system in Oregon on March the 24th, running eastward to Lebanon and thence to Albany; and beg to report that we found many of the ties on this line in a worthless condition, and the track in very bad line and surface. However, the Board is pleased to note that the company is making renewals,

and replacing the old iron with a heavier and better grade of iron; and with the amount of ballast found on this line, the Board is of the opinion that an increase in the section force would soon put it in good condition.

Respectfully submitted.

G. W. COLVIG, A. N. HAMILTON, ROBERT CLOW,

Attest: F. J. MILLER, Clerk.

Commissioners.

OFFICE OF THE RAILROAD COMMISSION, SALEM, OREGON, June 17, 1891.

Mr. A. N. Towne, General Manager S. P. R. R. Co., San Francisco, Cat.—

DEAR SIR: By virtue of an act passed at the sixteenth biennial session of the Legislative Assembly of the State of Oregon, the Board of Railroad Commissioners are required to make a semi-annual inspection of all the railroads in the State, and report the condition of each road to its managing officer. In accordance with the provisions of said act, this Board, on June 4, 1891, made its first inspection of the Southern Pacific line from Ashland south to the State line; and I am directed to inform you that the same was found to be in first-class condition.

Yours truly,

FRANK J. MILLER, Clerk of the Board.

OFFICE OF THE RAILROAD COMMISSION, SALEM, OREGON, April 1, 1891.

Mr. Wm. M. Hoag, General Manager O. P. R. R. Co., Corvallis, Oregon —

DEAR SIR: The Board of Railroad Commissioners of the State of Oregon, by virtue of an act passed at the last regular session of the Legislative Assembly, made its first semi-annual inspection of your road, starting from Albany on March 24th. The inspection was completed on the 26th. The Board passed over the entire system, except ten miles on the eastern extension, which has not been operated for traffic, and beg to report that we found it in the following condition:—

The road east of Albany was found to be in first-class condition for fast service. The structures all being new and of superior workmanship, and the track being in good surface and line, the Board have no recommendations to make on this portion. West of Albany we found the road in the following condition and requiring the repairs below enumerated. Structure No. 71—That part of the trestle in the river should be rebuilt and made a span or pilebents sixteen feet apart. Nos. 69, 68, and 67—Same as the foregoing. The balance of the structures on this portion of the road, while not meriting special mention as being defective, show more or less signs of decay, and will require repairs in many places in the near future. In many places new sticks are now required, but as the structures requiring them are deemed safe for the ordinary service on this road, the Board have not attempted to specify the same in detail. We found the track in good line and surface its entire length.

Respectfully submitted.

G. W. COLVIG, A. N. HAMILTON, ROBERT CLOW,

Commissioners.

Attest: F. J. MILLER, Clerk.

OFFICE OF THE RAILROAD COMMISSION, SALEM, OREGON, April 1, 1891.

Mr. F. A. Patterson, Manager Ind. & Mon. Ry. Co., Independence, Oregon-

DEAR SIR: The law requires the Board of Railroad Commissioners to inspect semi-annually all railroads operated by steam in this State, and report their condition to the officers of the company. On March 17, 1891, the Board made an inspection of your line from Independence to Monmouth, and beg to report that they found the same in good condition. The track was in fair surface and line, and the structures in first-class shape.

Respectfully submitted.

G. W. COLVIG,
A. N. HAMILTON,
ROBERT CLOW,
Commissioners.

Attest: F. J. MILLER, Clerk.

OFFICE OF THE RAILROAD COMMISSION, SALEM, OREGON, April 3, 1891.

Mr. J. A. Johnson, Manager N. P. Terminal Co., Portland, Oregon—

DEAR SIR: I am directed to inform you that the Board of Railroad Commissioners, after a careful inspection of trestle bridge No. 1, on the O. R. & N. R. R. at Albina, find that the same is in an unsafe condition, and should have immediate attention. The entire deck, ties, stringers, and guardrail are much decayed, and no longer fit for use; the pilebents at the south end are rotten, and liable to go down at any time; the mudsills and posts, where they could be tested, at the north end, are soft and decaying; the caps on nearly all of the bents are so old as to have lost their vitality, and show signs of decay where they come in contact with the posts and stringers. The Board, therefore, recommends that you rebuild this structure at once, and that you put it in a good, safe condition within ten days from the date of this letter.

Yours truly,

F. J. MILLER, Clerk of the Board.

OFFICE OF THE RAILROAD COMMISSION, SALEM, OREGON, April 6, 1891.

Mr. C. H. Prescott, Vice-President N. P. R. R. Co., Tacoma, Washington -

DEAR SIR: An act passed at the sixteenth biennial session of the Legislative Assembly of the State of Oregon, requires the Board of Railroad Commissioners to make a semi-annual inspection of all railroads in the State and report the condition of every such road to its managing officer. In accordance with the provisions of said act, this Board, on April 2, 1891, made its first semi-annual inspection of the Northern Pacific Company's line in Oregon, and I am instructed to inform you that the same was found to be in the following condition:—

The road is in fair condition as to line and surface its entire length, except on portions of the track where the old ties have not been removed and replaced with new. The old Howe truss spans at Milton creek and the North and South Scappoose Creeks are entirely too light and frail for the heavy traffic now done on this line; the timbers show signs of decay and have lost much of

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their vitality. The Board recommends that each of the structures named be

rebuilt of heavier material, and at any early day.

The first and second long trestles outside of the Portland yard limits require seven or eight new bents, besides a number of new posts in other bents; several new caps are also required on these trestles.

Structures No. 168, 169, 170, 171, 172, and 173 — Require some new caps and

stringers.

The structure across what is known as Tide Creek should be renewed

entirely, except the new bents in place.

The twenty-eight old pilebents left in structure No. 166 are old and show much decay. The Board recommends that they be renewed. Many of the structures on this line require new stringers. The Board, therefore, recommends that you cause your carpenters to thoroughly overhaul all structures on the line and replace all stringers which show marked signs of decay.

Respectfully submitted.

F. J. MILLER, Clerk of the Board.

OFFICE OF THE RAILROAD COMMISSION, SALEM, OREGON, June 11, 1891.

Mr. E. McNeill, General Superintendent U. P. R. R. Co., Portland, Oregon-

DEAR SIR: By virtue of an act passed at the last regular session of the Legislative Assembly of the State of Oregon, the Board of Railroad Commissioners are required to make a semi-annual inspection of all the railroads in the State and report to the managers thereof the condition of the same. In accordance with the provisions of this act, this Board has made an inspection of the Union Pacific main line and its branches, between Portland and Huntington, commencing at Portland, May 11, 1891, and ending at Umatilla, May 20, 1891, and beg to submit the following report on the condition of the same, and recommend the following repairs:—

Bridge No. 3 — Three new bents and one new dumpsill at each end; the timber is old and the entire structure will have to be renewed in the near

No. 4—One new bent at each end; the timber is old and shows signs of decay.

No. 18—A number of bad piles and caps; piles are rotten; this structure

requires a general overhauling and repairs.

No. 31 — New bent at east end; the switchstand on the east end of this bridge should be moved back onto the ground.

No. 39 — New bent at the east end, and a new cap on the second bent from the east end.

No. 41 - A few bad piles.

No. 49 — Several new sills; timber showing signs of decay; sills crushing.

No. 53 — Several new caps required.

No. 57 — Four or five new sills; one new bent at each end.

No. 60 — Several new sills; posts rotten at foot.

No. 83 — Several new sills.

No. 84 — Two new bents.

No. 85 — Two new sills.

No. 91 — In bad shape; posts rotten.

No. 92—Eight or ten new sills; foundations in bad shape; many of the piles decayed.

No. 93 — Six or seven new sills; foundation piles badly decayed. No. 94—Several new sills; many of the foundation piles rotten.

No. 108—Several new sills; foundation piles rotten; posts in the framebents decayed at the foot.

No. 109 — Posts in the frame bents rotten at the foot.

No. 111—Several new sills; foundation piles rotten; posts in the framebents decayed at the foot.

No. 113 — Many bad sills and foundation piles; posts rotten at the foot.

No. 114—Same as No. 113.

No. 115 — Two new sills; foundation piles rotten.

No. 117—Several new sills required; foundation piles decaying; posts rotten at the foot; many new stringers required.

No. 118—Four new sills.

No. 119 — Three or four new sills.

No. 120 — Ties and guardrail poor; several bad stringers.

No. 124—Several new sills needed; foundation piles rotten and posts decaying at the foot.

No. 126 — Same.

No. 127 — Same.

No. 128—Same.

No. 129 — Same.

No. 132—Several bad sills, piles, and stringers.

No. 134 — Five new sills needed.

No. 135 — Four new sills.

No. 136 - Nine or ten new sills; many foundation piles bad.

No. 139—Several new sills; foundation piles rotten.

No. 143 — Two new sills.

No. 144—Several new sills; pile foundations and foot of posts rotten.

No. 145 — One new sill.

No. 150 — Three new sills.

No. 172 — Four extra posts in each pier.

No. 173—Should be rebuilt; this bridge is in a very dangerous location, and is improperly constructed.

No. 180—The north approach to this (Des Chutes) bridge should be rebuilt. New sills are required in the north approach to the Umatilla bridge.

MOUNTAIN DIVISION.

Bridge No. 1—Should be rebuilt.

No. 4—Several broken stringers; foundations need looking after.

No. 30 — Six broken stringers.

No. 41—Six broken stringers. No. 42—Four broken stringers.

No. 50 — Three broken stringers.

No. 59—One bad cap and two bad stringers.

No. 82—One broken stringer; foundation piles getting rotten. No. 89—Three broken stringers; foundation piles getting rotten.

No. 96—One new bent required.

No. 100 — Several bad piles and some pine stringers.

No. 101 — Same.

No. 145 — One new sill at east end.

No. 154 — Several new sills; foundation piles getting rotten.

No. 156 — Two new sills.

No. 157 — One new sill.

No. 158—Two new sills.

No. 168 — One new bent.

No. 192—One new cap.

No. 194 — Two new sills.

No. 219 — Several new bents required; piles getting rotten; ties bad.

No. 220 — Caps and ties bad; piles getting rotten.

Nos. 221, 222, and 225 — Same.

No. 248 — Several bad caps; ties are also bad.

No. 259 — Several bad sills; foundation piles rotten; ties and guardrail old and in poor condition.

No. 269 — One new sill required.

No. 304—In poor condition; foundation piles decaying; banksills, caps, ties, and guardrail are of poor material and not in a very good state of preservation.

No. 316 — Several new sills are required.

No. 322 — Two new sills needed.

No. 330—New caps and ties and two new bents needed; this structure should be practically rebuilt.

No. 331 — Three new bents.

No. 333 — One new bent.

PENDLETON AND WALLA WALLA BRANCH.

Bridge No. 2—One new cap.

No. 3—Two new caps.

No. 8 — One new cap.

No. 10 — One new cap.

No. 11 — Two new caps.

No. 12—Two new caps.

No. 13—Two new caps.

No. 15 — Three new caps.

No. 19—One new cap.

No. 23 — One new cap.

No. 29 — One new sill.

The Board feels that a vigorous policy should be pursued in the renewal of ties all along the line; and would call your particular attention to that portion of the line between Portland and The Dalles, where the ties seem to be particularly bad. We found the track generally in good surface, line and elevation, exceping on The Dalles-Portland Division, where the track in places was very rough, owing to bad ties and low joints. On this division we found many joints supported by pieces of fishplates, secured in place with only one bolt in each end. This practice should be discontinued, and double angle-bars used at every joint, and be full-bolted. As the track now is, a full and sudden application of the air brakes to a long, heavy train, going at full speed, would be liable to shear off the one bolt in the fishplate, thereby causing a derailment, and a possible serious accident.

The Board also observes that on the heavy curves the ball of the rail has worn down on the inside until the flange of the wheel in many places was cutting the fishplates. We would recommend that where this is the case new rails be laid at the earliest possible date. The spacing of the ties on many of the structures is too great, being from sixteen to seventeen inches apart in the clear. In the judgment of the Board, this is too far apart. We would advise that as fast as renewals and repairs are made, the distance be reduced to not more than eight inches between ties in the clear. The ties on many of the old attractures should be renewed at an early day.

structures should be renewed at an early day.

The guardrail on many of the bridges should be renewed with timber not less than 6x8, notched over ties, and securely spiked to same; the present guardrail is in such a condition that in case of a derailment on the bridge it would afford no preventive towards the bunching of the ties.

The stringers on many of the bridges are showing signs of decay, and the

Board found many broken ones. They should be carefully looked after all

along the line, and all defective ones replaced with new.

In many of the structures the bents are too far apart. The Board recommends that in all renewals the openings be not greater than sixteen feet from center to center of bents.

We found many of the foundation piles in a bad and rotten condition.

We would advise that all foundations be overhauled and all defects remedied at once.

Most of the structures in Eastern Oregon are, with the exception of the stringers, which are mostly fir, constructed of what is known as bull pine, which is a very inferior quality of bridge material. It is much inferior to fir, both in strength and durability. When renewals are made, we would advise that red or yellow fir be used as far as possible, as we deem it safer, and it will prove more economical in the end. Particular attention should be given to repairs where pine timber is in use, as we note that the ties, caps, guardrail and bridge foundations are in many instances in a bad state of preservation.

The Board would recommend that, where it is possible to do so, the small openings now spanned by trestle-work be filled, thereby lessening the liability

to accident, and reducing future operating expenses.

Owing to the frequency of accidents on this line, caused by bridges being burnt, we would advise that some sort of fire protection be established, especially during the dry season, by placing track-walkers on the line, or by other means, whose duty it shall be to patrol the track sufficiently often to discover

and put out fires or warn approaching trains of danger.

The Board found the Hepner Branch, the Elgin Branch, the Pendleton and Walla Walla Branch, with the exception of the necessary repairs above enumerated, and the line between Wallula and Umatilla in first-class condition; the ties and bridges were sound, the surface, line, and elevation of track good, and the roadbed in good condition. We note with pleasure the many renewals and repairs going on all along the line; new ties, new rails, improved roadbed, and renewals and repairs to bridges.

By order of the Board.

Respectfully submitted.

F. J. MILLER, Clerk of the Board.

OFFICE OF THE RAILROAD COMMISSION, SALEM, OREGON, June 18, 1891.

Mr. W. H. Bancroft, General Superintendent U. P. R. R. Co., Ogden Utah-

DEAR SIR: By virtue of an act passed at the last regular session of the Legislative Assembly of the State of Oregon, the Board of Railroad Commissioners are required to make a semi-annual inspection of all railroads in the State, and report the condition of each road to its managing officer. In accordance with the provisions of said act, this Board, on May 19, 1891, made an inspection of the Union Pacific line, east of Huntington, within the borders of this State, and beg to submit the following report on the condition of the same, and recommend the following renewals and repairs:—

Bridge No. 383 — Requires two new bents; the piles are rotten, and the

timber is showing signs of decay.

No. 382 — Requires some repairs to foundations; the piles are getting rotten;

caps and sills are also beginning to decay and will require attention.

No. 380 — This a deck bridge over Burnt river. The board recommends that this entire bridge, both spans and trestle work, be renewed. The bridge is very poorly constructed and in bad repair; the foundations are also rotten,

and the structure is so situated as to be invisible from an approaching train until almost on it. The timber in the bridge is all bull pine and very inflamable, and is a very poor quality of bridge material.

No. 335 — This is the second crossing of Snake river. There are twenty-six

broken mainbrace angle-blocks on the four spans on the Oregon side.

No. 334 — Has fifteen broken mainbrace castings.

No. 328—This is the third crossing of Snake river. There are ten broken mainbrace castings on the two spans at the north end of this structure. All of these Howe truss spans look light, both for timber and iron. The angle-blocks have no tubes on them, and are too light for the service required, as is shown by the number of broken ones. These spans will have to be rebuilt in the near future, as they were evidently not built to sustain the heavy traffic now passing over them. The timber in the trestle work on this line is mostly native pine, an inferior quality of bridge material. The foundations, caps, ties, and guardrails are showing signs of deterioration, and require repairs here and there.

The track generally was found to be in good line and surface. There are a few low joints, and at the ends of some of the bridges the dumps need surfacing.

By order of the Board.

Respectfully submitted.

FRANK J. MILLER, Clerk of the Board.

OFFICE OF THE RAILROAD COMMISSION, SALEM, OREGON, June 17, 1891.

Mr. C. B. Wright, Jr., General Manager O. & W. I. R. R. Co. Walla Walla, Wash.—

DEAR SIR: By virtue of an act passed at the last regular session of the Legislative Assembly of the State of Oregon, the Board of Railroad Commissioners are required to make a semi-annual inspection of all railroads in the State, and report the condition of each road to its managing officer. In accordance with the provisions of said act, this Board, on May 21, 1891, made its first inspection of your line between Wallula and Pendleton, including the Athena Branch; and I am directed to inform you that they found the same in first-class condition.

By order of the Board. Yours truly.

> F. J. MILLER, Clerk of the Board.

OFFICE OF THE RAILROAD COMMISSION, SALEM, OREGON, December 15, 1891.

Mr. R. Koehler, Manager S. P. R. R. Co., Portland, Oregon —

DEAR SIR: The Board of Railroad Commissioners for the State of Oregon beg to submit the following report of the condition of the Westside Division of the Oregon & California Railroad, the Lebanon Branch, and the Oregonian Railway, East and Westside Divisions, as found at the time of their second semi-annual inspection in October, 1891:—

O. & C. R. R.—WESTSIDE.

Bridge No. 202 — Needs new guardrail and more ties. We would recommend that your bridgemen exercise diligence in looking after this bridge, as the timbers are old.

No. 198 — Requires slight repairs.

No. 197 — Needs new guardrail and more ties, and the bents need a general overhauling.

No. 195—The bents were found leaning to the south, and very much out of plum! 4

No. 193—Ties should be renewed and placed closer together.

No. 190 — Should be repaired with new ties, stringers, and guardrails.

No. 187 — Should be renewed.

No. 186 — Needs new ties, stringers, and guardrail.

Nos. 174 and 173—Should be renewed.

Nos. 167, 166, 165, 164, 163, 162, 161, 160, and 159, which are open drains, should be renewed or filled.

Nos. 156 and 154 — Need one new cap.

Nos. 149 and 145 — Need new stringers, ties, and guardrail.

No. 136 — Needs more ties and new guardrail.

Nos. 134, 133, 132, 131, 130, 129, 124, and 115, which are open culverts, should be filled or renewed.

No. 113 — Needs more ties and new guardrail.

Nos. 106 and 104 — Needs new ties, stringers, and guardrail.

No. 98 — Needs new ties and guardrail.

Nos. 97, 95, and 89 — Needs new ties, stringers, and guardrail.

Nos. 87 and 86—Should be renewed or filled. No. 85—Needs new guardrail and more ties.

No. 84 — Needs more ties and new guardrail on approaches...

No. 82 — Needs new ties, stringers, and guardrail. No. 81 — Needs one new stringer in south approach.

Nos. 80 and 79—Should be filled or renewed.

Nos. 76, 75, and 74 — Need new stringers, ties, and guardrail.

No. 73—Should be renewed or filled.

Nos. 70, 69, 68, and 67 — Need new stringers, ties, and guardrail.

Nos. 66, 61, and 60 — Should be renewed or filled.

Nos. 51, 44, 40, and 39 — Require new stringers, ties, and guardrail. No. 37 — Needs one new sill and new stringers, ties, and guardrail.

No. 35 — Needs new stringers, ties, and guardrail.

No. 34—Should be replaced.

Nos. 32, 30, 29, 22, 21, and 20 — Require new stringers, ties, and guardrail.

No. 19 — Needs new sills, stringers, ties, and guardrail.

Nos. 18, 17, 16, and 11 — Need new stringers, ties, and guardrail.

No. 9 — Out of line and surface.

Nos. 8, 7, and 3 — Need new stringers, ties, and guardrail.

No. 2—The track is in bad line and surface.

We are pleased to note that you have complied substantially with the recommendations of this Board made on the spring inspection, which is evidenced by the renewals and repairs of the following numbered structures: 211, 210, 191, 185, 178, 169, 158, 157, 152, 151, 150, 147, 146, 143, 140, 113, 82, 77, 69, 68, 67, 52, 44, 32, 29, 28, 19, 18, and 17.

We find that your track has not been ballasted between Portland and Forest Grove, and there are many low joints on this division. This fault should be remedied as soon as possible. With these repairs, we believe this division

will be in good condition for the service required of it.

O. & C. R. R. CO.—LEBANON BRANCH.

The condition of the branch from Albany to Lebanon was found to be very good with the exception that it is somewhat out of surface, making the cars ride rough.

O. RY. - WOODBURN-SPRINGFIELD BRANCH.

Bridge No. 158 — Needs several new posts and sills.

No. 115—Should be renewed.

No. 101 — Ties on the span are too short and too far apart. As heretofore recommended, ties on bridges should not be placed farther than sixteen inches from center to center. Several trestles, not numbered, immediately south of the South Santiam river bridge, require many repairs, as they are old and not in good condition.

No. 52—The bridge across the Callapooia river at Brownsville, requires a

new span and general repairs to the approaches.

We note with pleasure, the many renewals and repairs in progress on this line, and advise that this work be continued until the road is placed in first-class condition. All of the old bridges on this line were built many years ago, and only intended to be used for light traffic, as, until recently, this line was a narrow-gauge, and the structures, roadbed, ties, and rails are too old and light for use in standard-gauge railroad traffic. Until the old structures are renewed, new steel laid, and the entire line placed in first-class condition, we are of the opinion that trains should not be allowed to exceed a speed of twelve miles an hour.

O. RY. — NARROW-GAUGE DIVISION.

Bridge No. 50 — Needs more ties and new guardrail.

No. 45 — Requires some new caps, more ties, and some new stringers and guardrail.

No. 43 — Old and should be renewed.

We observe that, in compliance with our previous recommendations, you have renewed bridges Nos. 48, 47, 44, 42, 38, 37, 36, 30, 29, and 28, and that you have filled Nos. 23, 22, 21, and 20; also that your men are at work on the bridge across the Luckiamutte. There is no ballast on the track between Dundee and Whites, which, in our opinion is required for the proper operation of the road. The iron from Dundee to Airlie is too light for the traffic, and has

been badly damaged by allowing it to get out of surface in the past.

In conclusion, we wish to call your attention to the necessity for whistling-posts each side of stations and near railroad and wagon-road crossings, and at other dangerous places. We also wish to call your attention to the need for railbraces on sharp curves, especially where it is necessary to use heavy helper engines on grades. The matter of keeping the track in good line, surface, and elevation is one of not only comfort, but also one of economy and safety in operation. The practice of placing false work under old spans and allowing them to rest thereon during the winter is a dangerous one, and should not be allowed, as high water is liable to carry the bridge away and cause a serious accident. Whenever a bridge becomes too weak to carry the traffic, it should be removed at once and a new one put in its place. We trust that the recommendations contained herein will receive your prompt attention.

By order of the Board.

Respectfully submitted.

F. J. MILLER, Clerk of the Board.

OFFICE OF THE RAILROAD COMMISSION, SALEM, OREGON, December 15, 1891.

Mr. Jas. McCabe, Assistant Superintendent, N. P. R. R. Co., Portland, Oregon-

DEAR SIR: In compliance with the act passed at the sixteenth regular session of the Legislative Assembly of the State of Oregon, the Board of Rail-

road Commissioners, on December 10, 1891, made an inspection of the roadbed and structures on the line of the Northern Pacific in the State of Oregon, and beg to report having found it in the following condition:—

Bridge No. 156—A new deck is needed; the old piling is considerably decayed and should be removed; the same may be said of many of the sills.

No. 163 — Two new bents required in the center to replace old pilebents.

No. 164 — Fifteen new bents and a new deck required.

No. 165 — Twenty-seven new bents and a new deck required.

No. 170 — Thirty new bents required.

No. 171 — Forty-nine new bents required.

No. 176—Should be renewed entire.

With these exceptions, we find the entire line, roadbed, and structures in fair condition.

Respectfully submitted.

G. W. COLVIG, A. N. HAMILTON, ROBERT CLOW,

Attest: F. J. MILLER, Clerk.

Commissioners.

OFFICE OF THE RAILROAD COMMISSION, SALEM, OREGON, December 15, 1891.

Mr. O. B. Wright, Jr., General Manager O. & W. T. R. R. Co., Walla Walla, Wash.—

DEAR SIR: On December 9, 1891, the Board of Railroad Commissioners made an inspection of your lines in Oregon, and are pleased to report that they have found the same in fair condition. The structures and roadbed seem to be in good condition. The Commissioners would call your attention to the fact that the force of trackmen seems to be insufficient to meet the ordinary emergencies of winter, such as washouts, snowdrifts, etc., likely to occur. Respectfully submitted.

G. W. COLVIG, A. N. HAMILTON, ROBERT CLOW,

Attest: F. J. MILLER, Clerk.

Commissioners.

OFFICE OF THE RAILROAD COMMISSION, SALEM, OREGON, December 15, 1891.

Mr. R. Koehler, Manager P. & W. V. R. R. Co., Portland, Oregon—

DEAR SIR: The Board of Railroad Commissioners for the State of Oregon completed its second semi-annual inspection of the line of the Portland & Willamette Valley Railroad on the 23d ult., and beg to inform you that the said line was found to be in a reasonably fair condition.

By order of the Board.

Respectfully submitted.

F. J. MILLER, Clerk of the Board.

OFFICE OF THE RAILROAD COMMISSION, SALEM, OREGON, December 16, 1891.

Mr. R. Koehler, Manager S. P. R. R. Co., Portland, Oregon-

DEAR SIR: The Board of Railroad Commissioners of the State of Oregon made its second semi-annual inspection of your main line in Oregon, starting from Ashland on October 23, 1891, and beg to report having found the same in

the following condition:—

The line, roadbed, and structures from Ashland to the State line were found to be in fair condition. Some of the trestles have pine timbers in, and should be carefully watched, as this quality of timber is short-lived and subject to rapid decay. We are pleased to note the following repairs and renewals, either made or in course of construction since our spring inspection: Bridges Nos. 1,561, 1,560, 1,554, 1,553, 1,552, 1,551, and 1,540 have been filled; at Nos. 1,556, and 1,555 a new line is being graded, to leave out these structures.

Bridge No. 1,414, across Rogue river, requires many new ties on both approaches, as they are old and rotten; the guardrails are of pine timber, old

and rotten and entirely too light.

No. 1,347, at Bloody Run—This bridge is not secure, owing to its close proximity to Rogue River, which is liable to render the same unsafe by undermining its foundation during any stage of high water. We note that you are at work on a cut, which, when completed, will leave this structure out.

No. 1,313 has bad ties and guardrails; should be renewed.

We note that No. 1,312 is being rebuilt.

No. 1,311 needs new ties and guardrails; also the rails on this bridge and the approaches to it should be heavily braced with railbraces, as the ordinary track spikes are not deemed sufficient on such heavy curvatures. We think the same precaution should be taken on all curves on your line, where not already braced.

We note that Nos. 3,106, 3,105 and 3,102 have been filled since spring

inspection.

No. 1,300 requires one new sill and swaybraces.

We note that No. 1,294 has been filled, and that No. 1,293, so we are informed by your engineer, will be filled in; if not filled at an early day it will require twelve new bents and new foundations; also new ties and guardrails are required.

No. 1,205 requires new dumpsill at north end. No. 1,192 requires three or four new stringers.

No. 1,158, bridge at Grave creek—This bridge requires a new span and a general overhauling of approaches. This span was condemned at the spring inspection, and is in a worse condition now than in the spring.

No. 1,146, bridge across Wolf creek, requires a new span; also condemned

at spring inspection.

No. 1,096 requires more elevation and a general overhauling.

No. 1,095 requires a general overhauling. We note the bridgemen now at work on the same.

No. 1,093 requires five new sills.

No. 935 requires four new bents, or should be filled.

No. 933 should be renewed soon. No. 922 requires one new bent. No. 674 requires renewal entire.

No. 672 requires new ties and guardrail.

No. 670—The ties on this bridge are spaced too far apart and are bad;

requires new ties and guardrail.

The ties between Roseburg and Winchester are old and rotten, and the track rough and uneven. A great many of these ties need replacing at once,

as it is unsafe to make ordinary time over this section. The Commission called attention to this section of track in the report for spring inspection; also specially condemned the same in a previous communication to you.

Nos. 669, 662, 661, and 656 are all old and not in very good repair. New guardrails and many new ties are required on them; the bents are also old and

will require renewal soon.

No. 655 requires repairs, but we note that bridgemen are now at work on

the north end.

No. 628—Pile foundation and caps are in bad condition and require renewal. Ties are too widely spaced, the guardrails are 3x6 and old, which is entirely too light. The same may be said of all the old structures north of Roseburg, which have not been repaired within the last two years.

We are pleased to note that in all of the recent repairs and renewals much heavier guardrails have been put in and the ties have been placed much closer

together.

No. 550 should be renewed entire, as it shows considerable decay.

No. 548 should either be renewed or filled.

The ties on Rice hill are in very bad condition, and should be vigorously replaced with new timber.

No. 509, we note is being repaired by putting in new spans.

Nos. 489 and 487, we note are being repaired by putting in new spans.

All of the old bridges between Roseburg and Creswell which have not been overhauled or renewed recently should be vigilantly watched and repaired, as many of them have lost their vitality from age and use.

Nos. 469 and 468 — Piles are driven for new bents, but the caps have not been put on new work. The old caps and piles are rotten, and the work should

be finished at once.

No. 452 is badly out of repair and much decayed; it was so reported on the spring inspection; it should be fixed up immediately.

No. 451, we note is being filled.

No. 450 should be filled or renewed.

No. 438 requires new bents entire; same report on this bridge for March.

The track on the line between Oakland and Divide is very rough in places and requires many new ties. The new ties are distributed in many places, but your section-men do not put them into the track as fast as the service would seem to require.

No. 432 requires new bents and ties.

No. 429—We note that piles are driven for new work, but caps not put on yet; this work should be done immediately.

No. 422—We note a new span is being put in.

No. 384—We note piles are driven and timber on ground for renewal; this

should be completed at once.

Harrisburg Bridge — Your engineer informs us that 1,200 feet at each end will be filled; remainder of trestle, 16-foot openings; extra span to be built for north side. This work should be done as soon as possible, and the structure should be carefully watched in the interim.

No. 208, we note is being filled, but requires a new top if not soon finished. No. 206, Jefferson Bridge — 1,100 feet of the approach, both top and bents, is in bad condition and should be renewed; balance of structure is in good con-

dition.

No. 122—Bents have been renewed, but top is old and decayed; should be renewed.

No. 161 should be rebuilt entire.

No. 160 requires new bents and top.

No. 159 requires new stringers.

No. 136 should be renewed entire.

Nos. 135 and 118 need new guardrails and ties.

No. 44 — We note new piles driven; those should be capped at once and the bridge transferred from old bents.

Short span at south end of Clackamas bridge should be replaced with new

span.

No. 8 should be thoroughly overhauled; it is an old structure.

In conclusion, we are pleased to note that a great many of the trestles between Portland and Albany, also north of Grants Pass and north of Ashland, have been filled, and thus made secure; also, that you have pursued a vigorous policy of renewals and repairs on very many structures all along the line during the summer.

We recommend either a stronger force of section-men, or that your section gangs devote more time in putting in new ties, and that more vigilance be

observed in keeping your track in proper surface.

Respectfully submitted.

ROBERT CLOW, A. N. HAMILTON,

Attest: F. J. MILLER, Clerk.

Commissioners.

OFFICE OF THE RAILROAD COMMISSION, SALEM, OREGON, December 15, 1891.

Mr. Wm. M. Hoag, General Manager O. P. R. Co., Corvallis, Oregon -

DEAR SIR: The Board of Railroad Commissioners for the State of Oregon beg to submit the following report of the condition of the Oregon Pacific Railroad as found at the time of their second semi-annual inspection last month:—

Bridge No. 98 requires several new bents at south end.

No. 95 requires several new bents.

No. 93 should have its bents swaybraced. No. 92 needs two new bents at the east end.

No. 80 requires two new bents, also some new ties.

Nos. 71, 69, 68, and 67 should have short spans instead of the bents, which are now in the river; or these bents should be removed and new and more substantial ones put in their place. The Commission called your attention to these structures in the report of their former inspection; and the bridges are not now in as good condition as then.

No. 62 requires three or four new sills.

No. 61 requires one new bent in the lower deck. No. 56 requires one new sill and one new cap.

No. 51 requires one new bent at the west end.

No. 45 requires two new sills.

No. 44 should have a short span over the river, or the old bents should be replaced with new and more substantial ones.

No. 22 requires several new bents. No. 21 requires two new bents.

The surface, line, and elevation of the track are good, but we would recommend that more rock or gravel ballast be put in the track between Yaquina City and Corvallis. We also think a more vigorous policy should be pursued in the renewal of ties. A large amount of new timber and work will be required on the bridges in the near future to keep the bridge work between Yaquina City and Corvallis in safe condition. While the bridges are not bad, we note here and there a stick of timber or a pile decaying, which will soon become dangerous; and we would advise that all such be replaced with new

work as soon as possible, and before it becomes so bad as to endanger life and property.

By order of the Board.

Respectfully submitted.

F. J. MILLER, Clerk of the Board.

OFFICE OF THE RAILROAD COMMISSION, SALEM, OREGON, December 16, 1891.

Mr. E. McNeill, General Superintendent U. P. R. R. Co. Lines in Oregon, Portland, Oregon—

DEAR SIR: In compliance with an act passed by the sixteenth regular session of the Legislative Assembly of the State of Oregon, the Board of Railroad Commissioners for the State of Oregon, starting November 30, 1891, made its second semi-annual inspection of the lines operated by the Union Pacific Company in Oregon. We found the roadbed from Portland to The Dalles in fair condition, and the following structures either overhauled and repaired or made new since the spring inspection:

Bridges Nos. 8, 9, 10, 12, 13, 14, 73, 75, 76, 77, 79, 80, 81, 83, 84, 85, 92, 93, 94, 95, 96, 97, 100, 101, 103, 106, 108, 109, 110, 113, 114, 125, 126, 127, 128, 129, 130, 131, 132, 134, 135, 136, 138, 141, 142, 144, 145, 146, 147, 151, 152, 153, 154, 156, and 172.

We find the following numbered bridges have been filled since date of last report, i. e., Nos. 18, 19, 23, 24, 40, 44, 45, 49, 82, 87, 91, 139, and 143.

The following bridges require attention and repairs:

Nos. 98, 99, and 113 should have new ties. No. 115—The foundation piles are bad.

No. 133 should have some new foundation piles.

No. 148—The pilebents in the central part are considerably decayed and insecure, and should be renewed at once; also the frame bents on the east end of this bridge are old, and show signs of decay, and should be overhauled.

No. 185 should have new ties.

The roadbed and bridges from The Dalles to Umatilla, including the Heppner Branch, are in good condition.

Numbering eastward from Umatilla, bridges Nos. 1, 2, 3, 7, 8, 10, 15, 16, 25,

31, 42, 43, 44, 45, 46, 50, 51, 52, 54, 55, 58, and 59 have been filled.

From the west side of the Blue Mountain Division, foot of hill to La Grande, bridges Nos. 82, 89, 96, 100, 101, 145, 154, 156, 157, 158, 168, 193, and 194—all have been repaired with new timbers.

No. 6 was found to be shored up, indicating weakness of the timbers, and we recommend that this bridge be thoroughly overhauled and repaired.

No. 11 needs some new bents.

We also find that new steel rails have been put in on the curves, amounting in the aggregate to about fifteen miles.

We also found the road from La Grande to Elgin in good condition.

We are pleased to report the following repairs have been made since our spring inspection between La Grande and Huntington:

New floors on bridges Nos. 209, 210, 211, 213, 214, and 216.

No. 219 has new bents and floor; also new post, floor, and eight new bents on No. 220.

On Nos. 221, 222, 223, 224, 228, 246, 247, 248, and 268, new floors.

No. 272 has three new caps and new floor.

Nos. 273, 282, and 308 have new ties.

No. 312 has new top and new bents.

The following also have new ties: Nos. 316, 317, 318, 322, 339, 340, 342, 346, 348, 355, and 356.

REPORT OF RAILROAD COMMISSIONERS.

Inspection of Railroads for 1891.

nmend a more vigorous policy in the renewal of ties on your at your section-gangs be either increased, or that they devote putting in new ties, as your roadbed is rough, and the joints low es.

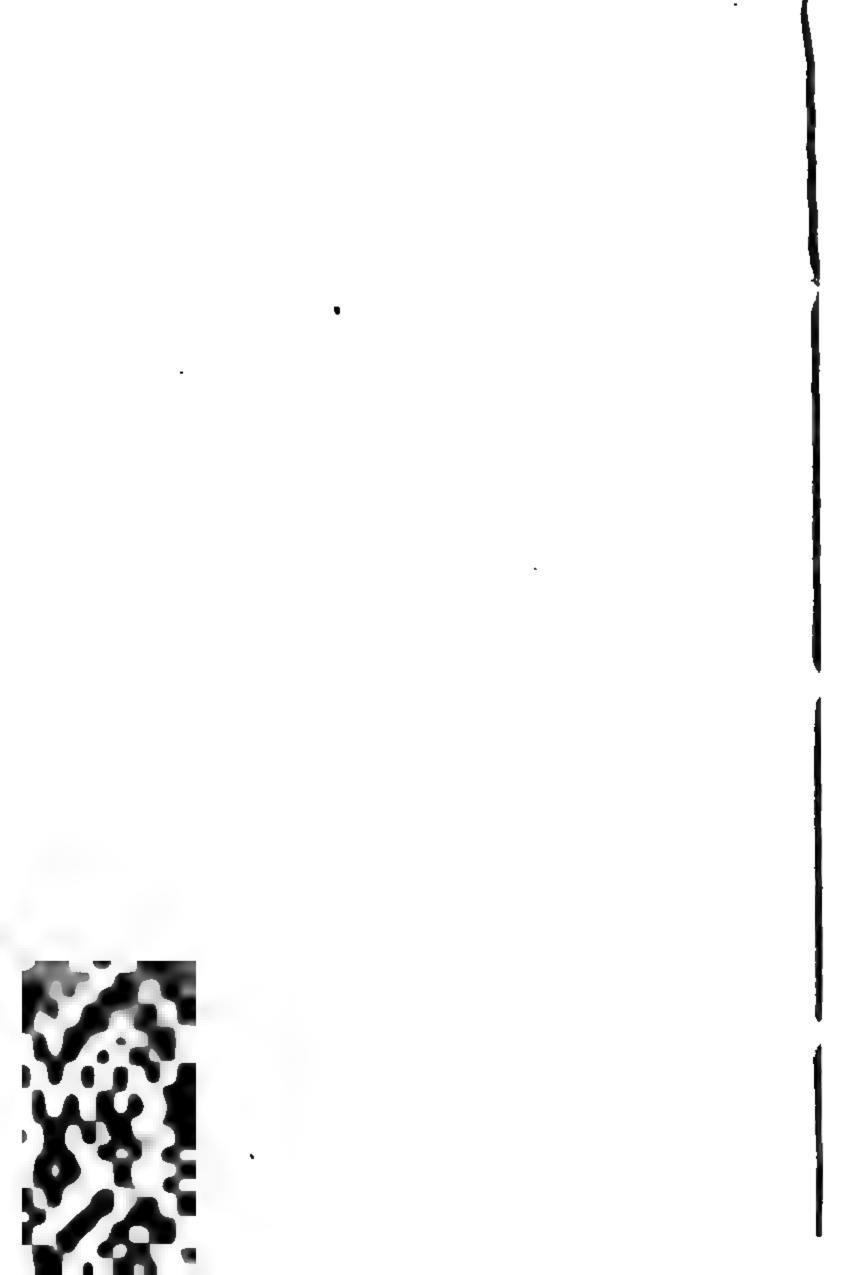
that the fast train service over your road demands the highest chfulness on the part of section-men at many points too numerous y specify, where we observed many rotten ties in the track. tespectfully submitted.

F. J. MILLER, Clerk.

ROBERT CLOW, A. N. HAMILTON, Commissioners.

COMPLAINTS, DECISIONS, ETC.,

BEFORE THE BOARD OF RAILROAD COMMISSIONERS
OF THE STATE OF OREGON. 1891.



COMPLAINTS, DECISIONS, INVESTIGATIONS,

Before the Board of Railroad Commissioners of the State of Oregon, 1891.

EDWARD WEAVER v. THE SOUTHERN PACIFIC CO.

Petitioner complains and alleges that the Southern Pacific Company's train killed a mare belonging to him; that the animal was partly blind, but was valuable as a brood mare; that the same was killed in his field, and that the company had refused to pay him \$90, the value of said animal.

On March 30, 1891, the Board addressed a letter to Mr. Koehler, asking him if a settlement could not be had without further action. On May 7th, the company, through Mr. Koehler, notified the Board of its willingness to pay Mr. Weaver's claim. On June 23, 1891, Mr. Weaver acknowledged receipt of the money.

CITIZENS OF GASTON, OREGON, v. THE SOUTHERN PACIFIC CO.

The petition of H. C. Raymond and others of Gaston, Oregon, was filed on March 7, 1891, alleging the refusal of the company and its lessor to furnish suitable depot facilities at that station; also the great inconvenience and damage occasioned by the lack of depot buildings, and asking the Board to institute an investigation.

On April 6, 1891, Mr. Koehler was informed of the substance of the complaint, and asked to file a statement of receipts for freight and passenger business at Gaston for the year ending March 3, 1891. On April 13, 1891, the following statement of business was filed with the Board by the company, and Mr. Sappington and the citizens of Gaston were informed of the matter as shown by the following correspondence:—

OFFICE OF THE RAILROAD COMMISSION, SALEM, OREGON, April 6, 1891.

Mr. R. Koehler, Manager S. P. R. R. Co., Portland, Oregon—

DEAR SIR: The citizens of Gaston, on your West-side division, have complained to the Board that they need a depot at said place, and that the business

done there would justify the company in establishing the same. Will you kindly cause a statement to be made to this Board of the freight and passenger business originating and collected at that point for the year ending March 31, 1891, and oblige,

Yours truly,

F. J. MILLER, Clerk of the Board.

SOUTHERN PACIFIC COMPANY,
MANAGER'S OFFICE, LINES IN OREGON,
PORTLAND, OREGON, April 13, 1891.

Frank J. Miller, Clerk of Railroad Commission, Salem, Oregon-

DEAR SIR: In further pursuance of your favor of April 6th, I beg to hand you herewith statement made up by our general auditor, showing the business of Gaston station for the year ended February 28, 1891; the month of March not being ready it could not be given. If you desire it will be furnished later on. Please note in said statement that in freight received there is included company's freight, as noted on the margin.

Respectfully yours,

R. KOEHLER, Manager.

STATEMENT

Of the business at Gaston for the year, to February 28, 1891.

	Year to Feb. 28, 1891.	Average for Month
Pounds forwardedPounds received	3,347,893 845,481	278,991 70,457
Total	4, 193, 374	349, 448
Freight charges forwardedFreight charges received	\$2,386 72 757 37	\$198 89 63 13
Total	\$3,144 09	\$262 01
Ticket sales	\$1,588 40	\$132 37

N. B.—Above includes company freight received, 477, 085 pounds; \$60.50 charges.

OFFICE OF THE RAILROAD COMMISSION, SALEM, OREGON, May 7, 1891.

Mr. J. W. Sappington, Gaston, Oregon—

DEAR SIR: The statement of business done at Gaston for the year ending February 28, 1891, has been received from Mr. Koehler, at the request of the Commission; and the Board will take action on the matter at their next regular meeting, which will occur on the first Monday in next month. You will be advised regarding what is done. The total receipts for freight received and forwarded was \$3,144.09; the ticket sales amounted to \$1,588.40;—total, \$4,732.49. Yours truly,

F. J. MILLER, Clerk of the Board.

On May 20, 1892, the company filed a plan showing the ground required for the depot and sidetracks at Gaston, which plat was

accompanied by the following explanatory letter. Also June 9, 1892, was set for hearing and a view of the grounds:—

SOUTHERN PACIFIC COMPANY,
MANAGER'S OFFICE, LINES IN OREGON,
PORTLAND OREGON, May 20, 1892.

Frank J. Miller, Clerk Railroad Commission, Salem, Oregon -

Dear Sir: Referring to conversation on the subject of better station facilities at Gaston, I beg to say that I shall be pleased to accompany the Board at any time should an examination on the spot be deemed desirable. The company thinks the time has not come to justify an expenditure of a large sum of money for the construction of a permanent station building at Gaston station, yet I am willing to recommend to the general management that we construct such a building during this summer, provided the necessary grounds be furnished at said point without cost to the company, and provided some old unadjusted right-of-way matters in the immediate vicinity can likewise be settled.

The enclosed plan shows in red lines the ground we would require, having due regard for the future. Ownership to warehouses can be preserved by lease-hold in usual form. The present sidetrack could remain for a while as now constructed, but should ultimately be lengthened as shown.

Respectfully yours,

R. KOEHLER, Manager.

One enclosure.

OFFICE OF THE RAILROAD COMMISSION, SALEM, OREGON, May 26, 1892.

Mr. J. W. Sappington, Gaston, Oregon —

DEAR SIR: The Board is just in receipt of a communication from Mr. R. Koehler, Manager S. P. R. R. Co., regarding the subject of better station facilities at your town, together with a map showing the town and the lands they would require for station purposes. Mr. Koehler says in his letter: "The company thinks the time has not come to justify an expenditure of a large sum of money for the construction of a permanent station building at Gaston station, yet I am willing to recommend to the general management that we construct such a building during this summer, provided the necessary grounds be furnished at said point without cost to the company, and provided some old unadjusted right of way matters in the immediate vicinity can likewise be settled." Mr. Koehler expresses a willingness to meet the Board, together with the citizens of Gaston, at any time to discuss the subject, and agreeable to your request that you be given ample notice of any such meeting. We have set June 9, 1892, at the hour of 10 A. M., to meet your people, view the location, and see if some amicable arrangements cannot be made satisfactory to all concerned. Yours truly,

> F. J. MILLER, Clerk of the Board.

OFFICE OF THE RAILROAD COMMISSION, SALEM, OREGON, May 26, 1892.

Mr. R. Koehler, Manager S. P. R. R. Co., Portland, Oregon—

DEAR SIR: Your favor of the 20th current on the subject of better station facilities at Gaston, together with a map of the town of Gaston, is received.

In reply I would say that the Commissioners deem it best for the interest of all parties concerned, to view the site and hold a consultation on the ground with the citizens of Gaston, together with yourself, to see if this matter cannot be amicably adjusted, and the desired facilities obtained. If satisfactory to you, we will appoint June 9, 1892, at 10 A. M., as the day and hour to view the location and discuse the subject.

Yours truly,

F. J. MILLER, Clerk of the Board.

On June 9, 1892, the Board met the citizens of Gaston and Mr. Koehler on the grounds, and had a thorough discussion of the subject. A bond for a deed was drawn up and submitted to the citizens who owned certain portions of the land covered by the depot grounds, which was to be donated to the company in consideration of the erection of a suitable depot building. This bond was never executed, and the matter was left unfinished by the Board until such time as the land difficulty and right of way should be settled between the parties.

GASTON, OREGON, June 16, 1892.

G. W. Colvig, Chairman Railroad Commission—

Mr. Gaston has not put in an appearance at this place excepting to pass through on the cars yesterday. I wrote him and sent the form of bond you left me, with the letter I send you; and as he passed through yesterday morning he returned the correspondence with two old musty contracts, which he desired me to copy for him and send to you. This I do with reluctance, as I am satisfied those old contracts have been the bone of contention between him and the S. P. R. R. Co., and the failure on the part of Mrs. M. A. Davis to carry out her part of the contract, as she only had a life dower in the premises, and at her death the title vested in her son, who has since died, leaving it to his heirs, etc. Thus the S. P. R. R. Co. have been cheated out of a title to the right of way through the premises and over one-half of the switch which lies upon my two acre lot. But as far as the north half of the switch is concerned, I am still willing to enter into a contract with the company to give them & good title for all that lies on my lot between the main and side track, and also fitteen feet from the east rail of side track in addition, as we talked of, if it wili do any good.

Very truly yours,

H. C. RAYMOND.

N. B.—Any further information I may be able to give will be cheerfully given.

H. C. R.

L. T. THOMPSON OF ROSEBURG v. SOUTHERN PACIFIC COMPANY.

Petitioner alleged: He was a delegate to State Grange, held at Hillsboro, Oregon, in May, 1891; that as such his certificate entitled him to return from Portland to Roseburg at one-third regular fare;

that the agent of the S. P. Co. at Portland refused to honor the certificate, but charged full rate.

On June 8, 1891, the following correspondence was had on this matter:—

OFFICE OF THE RAILROAD COMMISSION, SALEM, OREGON, June 8, 1891.

Mr. L. T. Thompson, Coles Valley, Oregon—

DEAR SIR: Referring to yours of June 3d to Mr. Colvig, I am instructed to inform you that the matter has been brought to the attention of Mr. R. Koehler, manager S. P. Co. in Portland, and as soon as heard from you will be informed what the company has to say. Your certificate will be returned with the company's answer.

Yours truly,

F. J. MILLER, Clerk of the Board.

OFFICE OF THE RAILROAD COMMISSION, SALEM, OREGON, June 8, 1891.

Mr. R. Koehler, Manager S. P. R. R. Co., Portland, Oregon —

Mr. L. T. Thompson, of Coles Valley, near Roseburg, complains to this Board that the ticket agent at the Union depot in Portland refused to grant him a return rate of one-third the regular fare, on a proper certificate showing him to be entitled to the same on account of his being a member of and in attendance on the State Grange which met at Hillsboro. I enclose herewith his letter and certificate, which please return to this office with your reply.

By order of the Board. Yours truly,

F. J. MILLER, Clerk of the Board.

On June 10, 1891, Mr. Koehler explained by letter that the rules required the certificate to be presented at the company's office, No. 134 First street, Portland, Oregon; that Mr. Thompson had applied at the Union depot, which accounted for the difficulty; but that a voucher would be sent to Mr. Thompson for the amount of overcharge. Mr. Thompson was duly notified of Mr. Koehler's answer.

OFFICE OF THE RAILROAD COMMISSION, SALEM, OREGON, June 11, 1891.

Mr. L. T. Thompson, Coles Valley, Oregon—

DEAR SIR: I am pleased to inform you that the Commissioners have this day received a letter from Mr. R. Koehler, Manager S. P. R. R. Co. at Portland, in which he says he has ordered a voucher made in your favor for the difference between the regular fare and the fare to which you were entitled. Trusting that you will receive the amount without delay, I remain, Yours truly,

F. J. MILLER, Clerk of the Board.

CLAY ROGERS r. THE SOUTHERN PACIFIC COMPANY.

On November 2, 1891, petitioner filed his complaint, alleging that he purchased a second-class ticket over the lines of the S. P. Co. from Portland to San Francisco, which entitled him to sleeping-car privileges in the said company's tourist cars, but that the said company failed and refused to furnish the same. Asked the Board to have the amount overpaid returned to him. A copy was served on Manager Koehler, and on December 11, 1891, the following answer received:—

SOUTHERN PACIFIC COMPANY,
MANAGER'S OFFICE, LINES IN OREGON,
PORTLAND, OREGON, December 11, 1891.

F. J. Milter, Clerk of Railroad Commission, Salem, Oregon -

DEAR SIR: I beg to hand you herewith letter written by Mr. E. P. Rogers to me, giving the result of his examinations in the case of the complaint of Mr. Clay Rogers. Please find likewise enclosed letter of Mr. Clay Rogers and berth check.

Respectfully yours,

R. KOEHLER, Manager.

One enclosure.

SOUTHERN PACIFIC COMPANY,

Asst. Gen. Ft. and Pass. Agent's Office, Portland, Oregon, December 10, 1891.

Mr. R. Koehler, Manager Lines in Oregon, Fortland, Oregon —

DEAR SIR: Referring to communication from the Board of Railroad Commissioners of the 2d ult., with enclosures regarding reservation in our second-class sleeping car on August 10, 1891, for Mr. Clay Rogers, from Junction City to San Francisco, I beg to say that I have fully investigated the matter, and report as follows: On August 10, 1891, I received the following telegram from our agent at Junction City:—

"Reserve one berth in second-class sleeper for Clay Rogers for San Fran-

cisco tonight.

[Signed]

"C. P. HOUSTON."

I wired agent Junction City the same day as follows:—

"Lower two in tourist car two reserved to San Francisco for Mr. Clay Rogers.

[Signed]

"E. P. ROGERS."

As soon as our agent received my telegram, he sold Mr. Rogers a second-class ticket to San Francisco, attaching to same berth check No. 425, Form 3, which entitled the holder of ticket to occupy one berth in Pullman second-class sleeping car, and at the same time told him the number of his berth he would get when he boarded the train. I also took the matter up with Mr. W. H. Boot, district superintendent Pullman Palace Car Co., this city, and he sent to their auditor's office, at Chicago, for the original Pullman diagram for this car of August 10, 1891, which I have before me. This diagram shows berth No. 2 is reserved for Mr. Clay Rogers, as his name is written on the diagram

for berth two with ink as follows: "Clay Rogers, Junction City." J. J. Nelson, porter of this car of that date, writes Superintendent Boot, in answer to his letter to him in regard to the matter, that if Mr. Rogers had come in his car and asked for his berth he would surely have got it; and he further says he does not understand why Mr. Rogers did not come in the morning and make complaint to the Pullman conductor if he was unable to secure his berth the night before. Mr. Boot says their conductor, Mr. Burnham, saw nothing of Mr. Clay Rogers at Junction City, and heard nothing from him on the train the following day, and that the berth reserved for him went through to Oakland Pier unoccupied, as their records show. From the statements made by the Pullman conductor and the porter, I do not think that Mr. Rogers tried very hard to find his berth. If he had, he would most assuredly have gotten it.

Mr. Rogers states in his letter that he was forced to buy the berth check against his will. This is an erroneous statement, as you know our second-class rate to Sacramento and San Francisco is \$16.50, and we furnish a berth in second-class Pullman sleepers to these points free, as the case may be, and our agents are required to attach to these second-class tickets a berth check, as in this instance. To make any refund would be discrimination, and I take it the Commissioners would hardly countenance that; besides, this is interstate

traffic which does not come under their jurisdiction.

I beg to return you herewith the papers you sent me.

Yours respectfully,

E. P. ROGERS, A. G. F. & P. A.

OFFICE OF THE RAILROAD COMMISSION, \
SALEM, OREGON, December 14, 1891.

Before the Board of Railroad Commissioners of the State of Oregon. In the matter of the sleeping-car service, complained of by

Clay Rogers v. The Southern Pacific Company.

The above matter coming on to be heard on the complaint of Mr. Clay Rogers and the answer of the Southern Pacific Company, there being no appearance on the part of either the complainant nor the company, on examination of the papers filed, the Board finds that the matter complained of arises out of interstate business, over which the Commission has no jurisdiction. The complaint is therefore dismissed.

G. W. COLVIG, A. N. HAMILTON, ROBERT CLOW,

Railroad Commissioners of the State of Oregon.

IN RE OREGON PACIFIC RAILROAD COMPANY.

On March 23, 1891, the Oregon Pacific Company, through its general freight agent, notified the Board that it proposed to advance its grain rates for short hauls. The following correspondence was had on the subject:—

OREGON PACIFIC RAILROAD COMPANY,
OFFICE OF ACTING GEN. Ft. AND PASS. AGENT,
CORVALLIS, OREGON, March 23, 1891.

Hon. Board of Railroad Commissioners —

DEAR SIRS: In compliance with the request of your honorable predecessors, this line reduced its rates on grain for short distances to the schedule recommended by the Board. We find that the other lines within this State have not made a corresponding reduction, consequently this line is placed at a decided disadvantage, and will be compelled to restore the former rate for self-protection.

Yours truly,

C. C. HOGUE, General Freight Agent.

OFFICE OF THE RAILROAD COMMISSION, SALEM, OREGON, March 31, 1891.

Mr. C. C. Hogue, Gen. Ft. Agent O. P. R. R. Co., Corvallis, Oregon —

DEAR SIR: Your favor of the 23d current is at hand and contents noted. You say that the reduction on grain for short hauls recommended by the Board of Railroad Commissioners September 7, 1887, which your road adopted, has not been enforced on any other road within the State, and that you will have to restore the old rate as a matter of self-protection. I am instructed to say to you that the present Board feels that a rate acquiesced in for three and one half years without complaint should not be changed to a higher rate unless it can be shown that such traffic has become more expensive to handle. Yours truly,

F. J. MILLER, Clerk of the Board.

OREGON PACIFIC RAILROAD COMPANY,
OFFICE OF ACTING GEN. Ft. and Pass. Agent,
Corvallis, Oregon, April 21, 1892.

F. J. Miller, Clerk of Railroad Commission, Salem, Oregon —

DEAR SIR: Replying to your favor of March 31st, the position assumed by the Commission is equivalent to taking advantage of the compliance of this company with former demands of the Commission, and allowing those companies which did not comply an advantage. This, I am sure, is not the intention of the Commission, and no doubt upon a fuller consideration of the matter, they will devise some means of relieving us from this injustice. During the time the low short-haul rate has been in effect, it has made no difference to this line until this season, because no grain has been sold at stations on this road during that period, except that destined to San Francisco. Now, however, owing to changed conditions of the market, these rates begin to be felt as a factor.

The unjustice to our line will readily be seen, when you learn that we realize at present only 80 cents per ton on grain for less ten miles; \$1.00 per ton for ten to fifteen miles; and \$1.20 per ton for fifteen to twenty miles distance; while the Southern Pacific Company, for the same distances, charges \$1.60, \$1.60, and \$1.80, respectively.

You will see that buyers of grain for shipment to Portland, have from 60 cents to 80 cents per ton advantage from points on our line, over buyers for the

San Francisco market who attempt to operate on the lines of the Southern Pacific Company. We propose to advance our rates to those charged by the other Companies, believing them reasonable or they would not have been acquiesced in so long by the Commission.

Sickness in my family has prevented an earlier reply.

Yours truly,

C. C. HOGUE, General Freight Agent.

OFFICE OF THE RAILROAD COMMISSION, SALEM, OREGON, May 7, 1891.

Mr. C. C. Hogue, General Freight Agent O. P. R. R. Co., Corvallis, Oregon -

DEAR SIR: Referring to your favor of the 21st ult., I am directed to say, that upon the expiration of the time allowed by law for the several railroads doing business in this State to file their classifications, tariffs, etc., with this Board, the Commissioners will pass upon said schedules and make such recommendations as in their judgment may appear just and reasonable. Until such tariffs have been examined and reported upon, this Board most earnestly protests against any advance in your rates as contemplated and avowed in your letter above referred to. You do not show that the business has become more expensive to handle, or that you have been operating under the present rates at a loss; but imply that owing to the changed conditions of the market you can advance your rates without any loss of traffic. You also say that "the position assumed by the Commission is equivalent to taking advantage of the compliance of this company with former demands of the Commission, and allowing those companies which did not comply an advantage." This assertion is rather a statement of prevailing practice than a ruling of this Board. You, no doubt, are aware that the present Commission is working under a new law, passed at the last session of the legislature, and totally different from the one in force and operated by the old Board. compliance with the demand mentioned was voluntary on your part. This Board certainly has no desire to do your company any injustice, but, on the contrary, it desires to see every railroad in the State in a prosperous condition. Yours truly,

> F. J. MILLER, Clerk of the Board.

OREGON PACIFIC RAILROAD COMPANY,
OFFICE OF ACTING GEN. Ft. AND PASS. AGENT,
CORVALLIS OREGON, May, 8, 1891.

Mr. F. J. Miller, Clerk of Railroad Commission, Salem, Oregon—

DEAR SIR: I have your favor of the 7th instant, and note your request not to advance rates on grain for short hauls until after the Board of Commissioners shall have had time to examine the classifications, tariffs, etc., of the different roads in the State, and have made their recommendations upon the same.

We cheerfully comply with this request, believing that the Commission will do us full justice in this matter.

Yours truly,

C. C. HOGUE. General Freight and Passenger Agent.

OFFICE OF THE RAILROAD COMMISSION, SALEM, OREGON, August 21, 1891.

Mr. Hoag, General Manager O. P. R. R. Co., Corvallis, Oregon-

DEAR SIR: The Board, having under consideration the matter of freight rates on your road, and considering your application for permission to raise the rates on grain on short hauls, have made certain findings of fact, and have also made an exception to the classification in certain particulars, which I am instructed to forward to you. Please find the same enclosed herewith. I also enclose the passenger tariffs in force on your road, approved by the commission. Yours truly,

F. J. MILLER, Clerk of the Board.

IN RE OREGON PACIFIC RAILROAD COMPANY.

In the matter of freight rates on the Oregon Pacific Railroad:
The above matter coming on to be heard, and the petition of
Mr. Wm. M. Hoag, general manager, for permission to advance the
rates on said road on grain on short hauls of between three and
twenty-five miles to that allowed other competing roads being read,
the Board made the following

FINDING OF FACT.

First—That the rates charged for transporting grain, flour, feed, and millstuff on the Oregon Pacific Railroad for distances between three and twenty-five miles are less than on any competing line touched by said company.

Second—That the following rates be and the same are hereby allowed to be charged and received for transporting grain, flour, feed, and millstuff over the said line after September 1, 1891, viz: Five miles and under, in carload lots, 5.4 cents per 100 pounds; five to fifteen miles, in carload lots, 7.2 cents per 100 pounds; fifteen to twenty-five miles, in carload lots, 8.1 cents per 100 pounds.

Third—That the classification in use on said road should be changed to read as follows: Blinds, doors, sash (unglazed), wood mantels, door and window-frames, carpenters' mouldings, cornices, brackets, wainscoting, handrails, balusters, and similar inside finishing lumber, in straight or mixed carloads with lumber, O. R., take lumber rates.

By order of the Board.

FRANK J. MILLER, Clerk.

OREGON PACIFIC RAILROAD COMPANY, OFFICE OF RECEIVER, CORVALLIS, OREGON, August 21, 1891.

Hon. Board of Railroad Commissioners—

DEAR SIRS: I beg to acknowledge the receipt of your letter of August 20th advising me that your honorable Board has decided to allow this company to charge and receive for grain hauled for five miles and under, and up to twenty miles, the same rates as the Southern Pacific Company on its main line, East-side Division, being 10% less than Class C of the present Southern Pacific tariff on its East-side Division. We have to thank the Commission for the permission in question.

Yours truly.

WM. M. HOAG, Manager.

STATE OF OREGON v. THE SOUTHERN PACIFIC COMPANY.

In the matter of the revision of freight rates on the lines of the

defendant company in the State of Oregon.

In pursuance of section 1 of an act entitled "An act to increase the power and further define the duties of the Board of Railroad Commissioners in respect to the management, operation, and control of railroads and the transportation of persons and property within the State of Oregon," passed at the 16th regular session, it became the duty of the Board to pass upon the reasonable or unreasonable character of every schedule of charges for transporting persons and property by railroad in use in the State of Oregon, and to revise and amend the same in any and all particulars where the same should be found unreasonable. It was also the duty of every railroad doing business in the State of Oregon to file with said Board a complete schedule of its charges for said service within ninety days from the passage of said act. The Board notified the defendant to file its rate sheets on or before May 20, 1891, which order was complied with. After careful consideration of the subject, which extended over many days, taking into consideration the value of the roadbed, rolling stock, and equipment of the defendant, together with its earnings from operation under its present tariffs, as shown by the annual reports of operation, which have been filed with the Board and the Secretary of State since 1885, and also the information furnished by the managers of the company, which will be more fully set forth in the correspondence attached to this report; also after giving the defendant due and ample notice to appear and offer any objection or amendment to the proposed revision, the Board, on August 12, 1891, made the following finding of fact in the matter:

OFFICE OF THE RAILROAD COMMISSION, SALEM, OREGON, August 12, 1891.

Mr. R. Koehler, Manager S. P. R. R. Co., Portland, Oregon —

DEAR SIR: I am directed to transmit to you the official findings of the Board of Railroad Commissioners of the State of Oregon, in the matter of freight rates on the Southern Pacific Company's lines in Oregon, which matter was determined and concluded on August 11, 1891. Please find the same enclosed herewith.

Yours truly,

F. J. MILLER, Clerk of the Board.

OFFICE OF THE RAILROAD COMMISSION,) SALEM, OREGON, August 12, 1891.

In the matter of freight rates, schedules, and classifications in force on the lines of the Southern Pacific Company in Oregon, filed

with the Board on May 20, 1891.

The above matter coming on for final hearing, the Board of Railroad Commissioners of the State of Oregon, in special session, held at the city of Salem in said State, at the office of the said Board on Tuesday, the eleventh day of day of August, 1891, after hearing the arguments of counsel and the statements and showings of the manager and that of the assistant general freight and passenger agent of the Southern Pacific Company, and after being fully advised in said matter, makes and publishes the following findings of fact. We find that the said freight rates, schedules, and classifications, made, used, and employed by said company on its lines in the State of Oregon are unjust and unreasonable, and more than a fair and reasonable compensation for the services rendered or to be rendered in the transportation of freight on its road in the following particulars, to wit:

First—The rates on livestock in carloads.

Second — The special rates on hard and soft wood in carloads on the East-side Division and on the Woodburn-Springfield Branch of said road.

Third—The rates on lumber, lath, and shingles in carload lots. Fourth — The special rates on grain, flour, feed, and millstuff, and green fruit and vegetables in carload lots.

Fifth—The special rates on green fruit and vegetables in less

than carload lots.

Sixth—The rates on flour, feed, and millstuff in carioad lots between stations under class "C" of its classification and in conjunction with its distance tariff, as filed with this Board.

Seventh — The distance tariff rates on lumber, lath, and shingles

in carload lots, and on livestock in carload lots now in force and used in ascertaining rates between way stations on these commodities.

Eighth—The special distance tariff rates on green fruit, vegetables, hard and soft wood on its East-side Division and its Woodburn-Springfield Branch.

Ninth—The special distance tariff rates on green fruit and vegetables on its West-side Division, its Portland and Willamette Valley

Railway, and Narrow-gauge West-side Division.

Tenth—That the following schedule of charges and rates, as revised and modified by this Board, hereto annexed, and marked exhibits A, B, C, D, E, F, G, and H, are reasonable and just rates for the services rendered or to be rendered, and that they constitute and will yield to said company a fair and just return for the services rendered or to be rendered in transporting the commodities named in said schedules over the lines operated by said company

in the State of Oregon.

Eleventh—That the following changes in its local classification now in use on said lines would be just and reasonable, viz., lumber and manufactures thereof, including blinds, doors, sash (unglazed), balastrade work, blocks (base, center, corner, and head), blind frames, carpenters' mouldings, casings, closet and pantry fittings (wood), columns, corner beads, cornice brackets, frames (door, window, and screen), gable ornaments, handrails, paneling, pilasters, porch work, scroll work, stair work, K. D. (newels, risers, treads, railings, balusters, and post ornaments), window stools and aprons and finishing lumber in mixed or straight carloads, O. R., lumber rates.

You will therefore, at a day not later than September the first, 1891, cancel and annul all rates, orders, tariffs, classifications, and rules in force on your lines in conflict with the above findings, and put into force and effect the schedules, tariffs, and classifications as revised and modified by this Board, copies of which are herewith transmitted marked exhibits A, B, C, D, E, F, G, and H, and as

specified in this finding.

G. W. COLVIG, A. N. HAMILTON, ROBERT CLOW,

Attest: F. J. MILLER, Clerk.

Commissioners.

The exhibits referred to in the finding were as follows:—

EXHIBIT A.

Southern Pacific Railroad Company (Pacific system), lines in Oregon, Narrow Gauge West-side Division and Portland & Willamette Valley Railroad, special tariff on grain, flour, feed and mill-stuff.

-		m(N-
Distance.	To Portland from —	Grain, Jour, feed, stuff, in ear los cents per 100 lbs
3	Fulton	5.4
7	Owego.	· · · · ·
13	Tualatin	4, á = .,
19 i	Middleton	1. ž
21	Vincents	7.2
22		1, 2
26	Chehalem Gap	× 1
20 29	Newberg	8.1
29	Dundee	9
32	West Dayton	9
34	Lafaye'te	9
37	Smith's Siding.	9
38	McMinnville Crossing	9
41	Armstrongs	9
43	Whites	9
47	Bridewell	9
48	Harrison	9
49	Browdmead	9
50	Sheridan Junction	9
53	Ballston	~
57	Sheridan	9.6
52	Perrydale	y
57	Smithfield	Ď
60	Polk.	9
63	Dallag	9
67	('ochran	9
70	Monmouth	9
76	Simpsons	9.6
79	Airlie	9.6

For rates to intermediate points, take 10 per cent less than class C.

EXHIBIT B.

Southern Pacific Railroad Company (Pacific system), lines in Oregon, Narrow Gauge West-side Division and Portland & Willamette Valley Railroad, special tariff on green fruit, vegetables, lumber, lath, shingles, and live stock.

Fulton Oswego Tualatin Middleton Vincents Chehalem Gap Newberg Dundee West Dayton	8 9 9 9	Green fruit, less than car- loads.	8888299	Lumber, lath, and shingles, carloads.	# Horses or # 16 00 16 0	Cattle, hogs, 00 11 00 01 00 s or sheep.
Oswego	8 8 9 9 9	8 9 10 11 11 11 12	6 7 8 8 8	3 3 1 3	11 00 12 00 14 00 16 00	10 00 11 00 12 00
Tualatin Middleton Vincents Chehalem Gap Newberg Dundee	8 9 9 9	9 10 11 11 11 12	7 8 8 8	3 3 3	12 00 14 00 16 00	11 00 12 00
Middleton Vincents Chehalem Gap Newberg Dundee	9 9 9	10 11 11 12	8 8 8	3 3	14 00 16 00	12 00
VincentsChehalem GapNewbergDundee	9 9 9	11 11 12	8 8	1 3	16 00	
Chehalem Gap Newberg Dundee	9	11 12	8	31/2		14 1
Newberg Dundee	9	12		3/2		
Dundee				1 917	18 00	14 00
West Davion	10	13	9	4 4	19 00	17 0
	10	13	9	41/2	19 00	17 0
Lafayette	10	14	ğ	5 2	20 00	18 0
Smith's Siding.	10	14	9	5	22 00	20 0
McMinnville Crossing	10	14	9	5	22 00	20 00
Armstrongs	10	14	10	6	24 00	21 0
Whites	11	15	10	6	1 24 00	21 0
Bridewell	12	15	10	6	25 00	21 0
Harrison	12	15		7	25 00	21 0
Broadmead				7		1 21 0
				7		22 0
Ballston				7		22 0
				1 7		24 0
Perrydale				7		22 0
Smithheld				7		24 0
						24 0
						26 0 26 0
Monmouth				71/		20 0
MUHHUUHI				1 -13		27 0
711111111111111111111111111111111111111				1 73		28 0
	Harrison Broadmead Sheridan Junction Ballston Sheridan Perrydale Smithfield Polk Dallas Cochran Monmouth Simpsons Airlie	Harrison 12 Broadmead 12 Sheridan Junction 12 Ballston 12 Sheridan 12 Perrydale 12 Smithfield 12 Polk 12 Dallas 12 Coch ran 13 Monmouth 13 Simpsons 14	Harrison 12 15 Broadmead 12 15 Sheridan Junction 12 15 Ballston 12 16 Sheridan 12 16 Perrydale 12 15 Smithfield 12 16 Polk 12 16 Dallas 12 16 Cochran 13 17 Monmouth 13 17 Simpsons 14 18	Harrison 12 15 10 Broadmead 12 15 10 Sheridan Junction 12 15 10 Ballston 12 16 11 Sheridan 12 16 11 Perrydale 12 15 11 Smithfield 12 16 11 Polk 12 16 11 Dallas 12 16 12 Cochran 13 17 12 Monmouth 13 17 12 Simpsons 14 18 13	Harrison 12 15 10 7 Broadmead 12 15 10 7 Sheridan Junction 12 15 10 7 Ballston 12 16 11 7 Sheridan 12 16 11 7 Perrydale 12 15 11 7 Smithfield 12 16 11 7 Polk 12 16 11 7 Dallas 12 16 12 7 Cochran 13 17 12 7	Harrison 12 15 10 7 25 00 Broadmead 12 15 10 7 25 00 Sheridan Junction 12 15 10 7 27 00 Ballston 12 16 11 7 27 00 Sheridan 12 16 11 7 30 00 Perrydale 12 15 11 7 27 00 Smithfield 12 16 11 7 30 00 Polk 12 16 11 7 30 00 Polk 12 16 11 7 33 00 Coch ran 13 17 12 7 33 00 Monmouth 13 17 12 7½ 34 00 Simpsons 14 18 13 7½ 34 00

For ascertaining the rate between way stations, take the rate for a corresponding distance from Portland. Should the exact distance not be shown by the mileage column from Portland, take the rate to the station showing nearest mileage to the distance required.

EXHIBIT C.

Southern Pacific Railroad Company (Pacific System), Woodburn-Springfield Branch Special tariff on grain, flour, feed, and millstuff.

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		6.5
		toac,
ĺ	To East Portland or Oregon City	2.28
	from —	ું કે દૂ
Distances.	jiom —	€.5 ₹
n i		2 6 5
z s		Grain Rus Cent
a		.
38	Townsend	9
39	McKee	9
40	Barrons	9
41	Mt. Angel	9
43	Downs	9
46	Silverton	9
49	Johnsons	9
50	SwitzerlandEast Side Junction	9
52 5 c		y
56 58	Macleay	9
64	Aumsville	9
65	West Stayton	9
67	North Santiam	ğ
68	Oregon Pacific Crossing.	9.9
69	Scio Junction	9.9
70	West Scio	9, 9
73	Thomas Fork	9.9
76	Crabtree	9.9
81	Spicer	9.9
83	Lebanon Junction	9,9
85	Lawson	9.9
89 92	Plainville	10.8
92 95	Brownsville	10.8 10.8
100	Twin Buttes	10.8
104	Rowlands	12.4
107	Priceboro.	12.4
111	Wilkins	12.4
115	Coburg	12.4
123	Springfield	13,5

For rates to intermediate points, take 10 per cent less than class C.

EXHIBIT D.

Southern Pacific Railroad Company (Pacific System), Woodburn-Springfield Branch. Special tariff on green fiuit, vegetables, wood, lumber, lath, shingles, and live stock.

	•		Is	In dollars per car.					
Distance.	To Portland and East Port- land from—	Green fruit, carloads.	Green fruit, less than car- loads.	Vegetables.	Wood, soft, carloads.	Wood, hard, carloads.	Lumber, lath, and shingles, carloads.	Horses or mules.	Cattle, hogs, or sheep.
48 39 40 41 43 46 49 50 52 56 86 67 68 69 77 37 68 88 89 95 100 407 107	Townsend McKee_Barrons Mt. Angel_Downs Silverton Johnsons Switzerland East Side Junction Macleay Shaws Aumsville West Stayton North Santiam Oregon Pacific Crossing Scio Junction West Scio Thomas Fork Crabtree Spicer Lebanon Junction Lawson Plainville Linn Brownsville Twin Buttes Rowlands Priceboro	10 10 10 11 11 12 12 12 12 12 12 12 12 13 13 13 14 14 15 16 16 17 18 18	14 14 14 15 15 15 15 15 16 16 16 16 16 17 17 17 17 17 18 19 19 20 21 21 21	9 9 10 10 10 10 10 11 11 12 12 12 12 12 12 13 13 14 14 14 14 15 16	3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	313 3 3 3 4 4 4 4 4 4 4 4 5 5 5 5 5 5 5 6 6 6 6 6	556666777777777777777777777777777777777	\$ 22 00 24 00 24 00 24 00 25 00 25 00 27 00 30 00 30 00 30 00 33 00 33 00 33 00 34 00 34 00 37 00 37 00 37 00 40 00 40 00 42 00 42 00 43 00	\$ 20 00 21 00 21 00 21 00 21 00 21 00 21 00 22 00 22 00 24 00 24 00 26 00 26 00 27 00 29 00 29 00 31 00 31 00 31 00 31 00 31 00 31 00 31 00
111 115 123	WilkinsCoburgSpringfield	18 19 20	24 26 27	17 17 18	7 71/3 71/2	713 713 8 8	xi 3 xi 3 9	44 00 45 00 46 00	35 00 36 00 37 00

For ascertaining the rate between way stations, take the rate for a corresponding distance from Portland. Should the exact distance not be shown by the mileage column from Portland, take the rate to the station showing nearest mileage to the distance required.

EXHIBIT E.

Southern Pacific Railroad Company (Pacific System), West-side Division, special tariff on grain, flour, feed, and millstuff.

Distances.	To Portland from—	Grain, Jour, fred,
_	<u> </u>	
11	Beaverton	
16	Reedville	5.
19	Newton.	_
21	Hillsboro	
24	Cornelius	
26	Forest Grove	
28	Dilleys.	
32	Gaston	9
84	Wapato	
39	North Yambili	9
43 47	Carlion	1 1
50	St. Joseph	9
5 4	Whites	9
57	Amity	9
62	McCoy	9
67	Crawleys	9
70	Derry	9
76	Independence	9
81	Parkers	9
83	Suvers	j 9
86	Wellsdale	9
88	Callaway	9
91	Lewisberg	9
97	Corvallis	9

For rates to intermediate points, take 10 per cent less than class C.

EXHIBIT F.

Southern Pacific Railroad Company (Pacific System), West-side Division. Special tariff on green fruit, vegetables, lumber, lath, shingles, and live stock.

	To Portland from—		In cents pe	In dollars per car.			
Distance.		Green fruit, carloads.	Green fruit, less than car- loads.	l'egetables.	Lumber, lath, and shingles, carloads.	Horses or mules.	Cattle, hogs or sheep.
11	Beaverton	8	10		3	3 11 00	\$ 10 00
16	Reedville	8	10	8	3	12 00	11 00
19	Newton	9	11	8	3	14 00	12 00
21	Hillsboro	9	11	8	$\frac{31}{3}$	16 00	14 00
24	Cornelius	9	12	8	31/2	16 00	14 00
26	Forest Grove	9	12	8	4	18 00	16 00
28	Dilleys	9	12	9	4	18 00	16 00
32	Gaston	10] 13	9	41/2	19 00	17 00
34	Wapato	10	14	9	5	20 00	18 00
39	North Yambill	10	14	10	5	22 00	20 00
43	('arlton	11	15	10	6	24 00	21 00
47 50	St. Joseph	12	15	10	6	25 00	21 00
54	MCMINNVIIIe	12	15	10	1 7	25 00	21 00
57	Whites	12	15	11	4	27 00	22 00
62	Amity	12 12	16	11	1 4	30 00	24 00
67	McCoy	12 12	16 16	12 12	1 4	30 00 33 00	24 00 26 00
70	Crawleys	13	17	12	1 7	34 00	26 00 27 00
76	Derry	13	18	13	71/	34 00	27 00 27 00
81	Independence	14 15	19	13	$7\frac{1}{2}$	37 00	27 00
83	Parkers	15 15	19	14	1 -13	37 00	29 00 29 00
86	Wellsdale	15	19	14	713	38 00	35 00
88	Callaway	16	19	14	9 2	39 00	30 00
91	Lewisberg	16	20	14	i 8	40 00	31 00
97	Corvallis	17	20	15	8	41 00	32 00

For ascertaining the rate between way stations, take the rate for a corresponding distance from Portland. Should the exact distance not be shown by the mileage column, take the rate to the station showing nearest mileage to the distance required.

EXHIBIT G.

Southern Pacific Railroad Company (Pacific System), East-side Division. Special tariff on grain, flour, feed, and millstuff.

Distance.	To East Portland or Oregon City from—	Grain, Hour, feed, mill-
3	Car Shops	1
5	Willsburg	1 4
6	Milwaukie	
10	Clackamas	
15	Oregon City	
20	New Era	
24	Canby	
25	Barlow	
27	Aurora	. <u>.</u> .
32 35	Hubbard	, g1
35 38	Woodburn Gervais	
43	Brooks	
47	Chemawa	
52	Salem	
60	Turner	
66	Marion	
71	Jefferson	9
7 5	Millersburg	
79	Albany	
82	Froman	
85	Fry	
86	Goltra	9 9
87 88	CranorLebanon Junction	9 9
89	Irvineville	99
92	Lebanon	
86	Tangent	, ש
97	Shedd	, 93
97	Halsey	
102	Muddy	10 8
105	Harrisburg	ili
110	Junction City	• 4 6
115 117	Lupers	12 6
123	Eugene	12 6
126	Henderson	15 3
129	Goshen	15 3
135	Creswell	16 2
139	Walkers	16 2 17 1
143	Cottage Grove	17 1
145	Latham	18
152	Comstock	18 9
161	Drains	19 8
166	Yonculla	2] 6
181	Oakland	22 5
188 197	Wilbur Roseburg	215
202	Greens	23 4
208	Dillard	23 4
212	Round Prairie	25 4 25 4
215	Ruckles	24 \$
220	Myrtle Creek	24 3
226	Riddles	25 2

EXHIBIT G-Concluded.

Distance.	To East Portland or Oregon City from—	Grain, Hour, feed, millstuff, in car- loads, in cents per 100 lbs.
249 262	West ForkGlendale	25 2 25 2
268	Wolf Creek	25 2
276	Leland	25 2
297	Merlin	25 2
296 305	Grants Pass	25 2
313	Gold Hill	25 2 25 2
320	Tolo	25 2
324	Central Point	25 2
328	Mediord	25 2
333 335	Phœnix Talent T	25 2 25 2
341	Ashland	25 2 25 2

For rates to intermediate points, take 10 per cent less than class C.

EXHIBIT H.

Southern Pacific Railroad Company (Pacific System), East-side Division. Special tariff on green fruit, vegetables, wood, lumber, lath, shingles, and live stock.

·	In cents per 100 lbs.							In de	ollars car.
Distance.	To Portland and East Portland from—	Green fruit, carloads	Green fruit, less than car- loads.	Vegetables.	Wood, soft, carloads.	Wood, hard, carloads.	Lumber, lath, and shingles, carloads.	Horses or mules.	Cattle, hogs, or sheep.
3 5 6 10 15 20 21 25 27 32 5	Car Shops Willsburg Milwaukie Clackamas Oregon City New Era Canby Barlow Aurora Hubbard	8 8 8 9 9 9 9	8 8 10 10 11 12 12 12 12	5666788899	3 % % % 3 9 9 9 8 % %		3 3 3 3 3 3 3 3 3 4 4 4	\$ 8 00 10 00 11 00 11 00 12 00 14 00 16 00 16 00 18 00	\$ 8 00 8 00 10 00 10 00 11 00 12 00 14 00 14 00 16 00 17 00
35 38 43 47 52 60 66 71 75 79	Woodburn Gervais Brooks Chemawa Salem Turner Marion Jefferson Millersburg Albany	10 10 11 12 12 12 12 13 14 15	14 14 15 15 16 16 16 17 18 18	9 10 10 10 11 12 12 13 13	31/2 31/2 41/2 5 5 5	31/3 31/3 31/3 4 4 41/2 551/3 51/2 6	5 5 6 6 7 7 7 7	20 00 22 00 24 00 25 00 27 00 30 00 33 00 34 00 34 00 36 00	18 00 20 00 21 00 21 00 22 00 24 00 26 00 27 00 27 00 28 00

EXHIBIT H—Concluded.

			In c	ents	per 100	o lbs.		In d per	ollar car.
	To Portland and East Portland from—	Green fruit, carloads.	Green fruit, less than car- loads.	Vegetables.	Wood, soft, carloads.	Wood, hard, carloads.	Lumber, lath, and shingles, carloads.	Horses or mules.	Cattle, hogs.
$_2\mid$	Froman	15	 19	 13	 5	6	71/9	\$ 37 00	\$29
5	Fry	15	19	14	51/2 51/2	6	73%	37 00	29
6	Goltra		19	14	$5\frac{1}{2}$	6	712	38 00	30
7	Cranor	16	19	14	6	$\begin{vmatrix} 61/3 \\ 61/2 \\ 61/4 \end{vmatrix}$	71/2	38 00	30
8	Lebanon Junction	16	19	14	6	612] 8	39 00	30
9	Irvineville	16	19	14	6	$6\frac{1}{2}$	8	39 00	30
2	Lebanon		20	14	6	$ 6^{1}_{2}\rangle$	8	40 00	, 31
6	Tangent		19	14	51/2	6	71/2	88 00	30
1	Shedd		19	14	6	61/2	8	40 00	31
7	Halsey	17	20	15	61/2	7	8	41 00	32
2	Muddy	18	21	15	$6^{1/2}$ $6^{1/2}$	7	8	42 00	33
Ì	Harrisburg	18	22	16	6/2	7,	8	42 00	33
)	Junction Čity		24	16	7	71/2	81/9 81/2 81/2	43 00	34
7	Lupers	19 19	26	17	7	1/2	873	44 00	35
' 	Irving		26	17	71/2	8		45 00	57
	Eugene Springfield	2 0	27 27	18 18		8	1 9	46 00 47 00	38
	Coshon	21	28	18	8 8	012	9	47 00 47 00	38
	Goshen		29	19	8	81 2 81 2 81 2	91/2	48 00	39
	Walkers		29	19	O	9	101/2	49 00	40
	Cottage Grove		30	19	81 81/2	9	11	30 00 30 00	41
	Latham	2 2	30	20	812	ğ	ii	50 00	41
:	Comstock		31	21	9 2	91/2	ii	52 00	43
	Drains.	$\widetilde{24}$	33	$\overline{2}$ i	91,	10	12	54 00	45
	Yoncalla		33	22	10		13	55 00	46
	Oakland	26	36	22	101/4	ii	13	58 00	49
.	Wilbur	26	36	22	111	111/2	14	59 00	50
Ì	Roseburg	26	36	22	1112	12	14	61 00	52
: 1	Greens	26	36	22	111/2	12	14	62 u0	53
	Dillard	26	36	22	12	1214	15	63 00	54
ı	Round Prairie	26	36	22	12	$12\frac{1}{2}$	15	64 00	55
- 1	Ruckles	26	36	22	12	121/2	15	64 00	55
ŀ	Myrtle Creek	26	36	22	121/2	13	16	65 00	56
1	Ríddles	26	36	22	13	131/2	16	67 00	58
ļ	Nickols	26	36	22	$13\frac{1}{2}$	14	16	69 00	60
1	West Fork	26	36	22	14	1416	17	71 00	62
Ì	Glendale	2 6	36	22	141/2	15	17	74 00	65
	Wolf Creek	26 26	36	22	15	151/2	17	75 00 T	65
	Leland	26 26	36 36	22 2 2	151/2	16	17	75 00 75 00	65
-	Merlin Grant's Pass	20 26	36	22 22	161/	16 ¹ / ₂	18 18	75 00 ·	65
	Woodville	26 26	36	22 22	16 ¹ / ₂ 16 ¹ / ₂	17	19	75 00	65
1	Gold Hill	26	36	22 22	17	171/2	20	75 00	65
i	Tolo	26	36	22	171/2	18	20	75 00	65
	Central Point	2 6	36	22	1712	18	21	75 00	65
	Medford	26	36	22	18	181/2	21	75 00	65
	Phenix	26	36	22	18	1817	21	75 00	65
	Talent	$\frac{26}{26}$	36	22	$\dot{i}\dot{s}$	181	22	75 00	65
-	Ashland	$2\overset{\circ}{6}$	36	22	18)4	19	22	75 00	65

For ascertaining the rate between way stations, take the rate for a corresponding distance from Portland. Should the exact distance not be shown by the mileage column from Portland, take the rate to the station showing nearest mileage to the distance required.

EXHIBIT I.

The following exceptions to this classification are proposed by the Railroad Commissioners: Lumber and manufactures of blinds, doors, sash (unglazed), balustrade work, blocks (base, center, corner and head), blind frames, carpenters' mouldings, casings, closet and pantry fittings (wood), columns, corner beads, cornice brackets, frames (door, window and screen), gable ornaments, hand rails, paneling, pilasters, porch work, scroll work, stair work, K. D. (newels, risers, treads, railings, balusters and post ornaments), window stools and aprons and finishing lumber in mixed or straight car loads, O. R., lumber rates.

The amendment to defendant's tariff herein would aggregate an annual reduction in its revenues of about \$38,000, which, considering the fact of probable increase of business by reason of reduced rates, would seem to be altogether reasonable. Nor can it be said that this finding and reduction were ill advised or made hastily without proper consideration of the elements necessary to be considered. The Board spent weeks in figuring out the effect which the proposed amendment would have on the business of the defendant, and were aided by every light which they could command; and if the evidence on which they based their action was deceptive, the defendant is alone to blame, as the material facts bearing on this controversy were furnished by the defendant.

The proposed rates were never put into force on the lines of the defendant; and by a resolution of the Board, Mr. G. G. Bingham, district attorney for the third judicial district, was authorized and requested to commence a suit in equity to enforce the order of the

Board, which was duly complied with.

The circuit court for Marion county, after issues were joined, appointed Hon. W. H. Holmes referee to take the testimony and report the facts and law, which was done by the filing of his report at the June, 1892, term of said court. The honorable referee, assisted by counsel, took the testimony of numerous witnesses both in this State and in San Francisco; and after hearing the same and the arguments of counsel, found every fact in favor of the Commission except as to exhibit I, which he found to be an unreasonable ruling; also that the Southern Pacific Company was not the owner of the Portland and Willamette Valley Railroad Company's lines, and that the same should be left out of the proposed revision. The circuit court, Hon. R. P. Boise presiding, confirmed the report of the referee in all things.

The defendant has appealed the case to the supreme court of Oregon, assigning as error numerous matters of law passed upon adversely to its contention in the lower court, and also that the facts do not support the findings made. At the present writing of this report, no action has been had in the supreme court other than the filing of the transcript.

STATE OF OREGON v. THE UNION PACIFIC COMPANY.

In the matter of the revision of freight rates on the lines of

defendant in Oregon.

This case was of the same nature, and treated very much the same as in the matter of revision of rates of the Southern Pacific Company. The Board had access to all of the annual reports of the defendant and its lessor since 1885, which were duly considered in the revision. Ample time and opportunity was given the defendant to appear before the Board while the revision was in hand, as will appear by the correspondence to follow. On August 20, 1891, the Board made and published the following finding of fact:—

OFFICE OF THE RAILROAD COMMISSION, SALEM, OREGON, August 20, 1891.

In the matter of freight rates and charges on the Union Pacific

System, lines in the State of Oregon.

The above matter coming on to be heard, the Board of Railroad Commissioners of the State of Oregon, in special session, after being fully advised of the said subject, and having heard the statements and arguments of Mr. Zera Snow, counsel for the said system, and having consulted and advised with Mr. B. Campbell, assistant general traffic manager of said system, make and publish the following finding of fact:

First — That the freight rates and schedules in use on said system in the State of Oregon are unreasonable, and more than a just and fair compensation for the services rendered in the matter of rates and charges on horses, mules, cattle, hogs, and sheep, grain, flour, feed, millstuffs, and flaxseed in carload lots; that the classification in use on said road on sash, doors, blinds, balustrades, railings, finishing lumber and material, brackets, mantle ornaments, door and window frames, and steps, is unreasonable and unjust to the manufactures and shippers of Oregon, and more than a reasonable compensation for the services rendered.

Second — That the modified freight rates and schedules covering the commodities mentioned for use on said lines in Oregon as proposed by this Board and hereto annexed and marked exhibit A, are reasonable rates, and will yield a fair and reasonable compensation for the services rendered in transporting the same over said lines.

Third—That the exceptions to the classification for use by said system in Oregon, as proposed by this Board, and hereto annexed and marked exhibit B, is a just and reasonable ruling and exception to the said classification, and will yield a fair and reasonable remuneration for the services rendered in transporting the articles affected by said rule.

C. W. COLVIG, ROBERT CLOW, Commissioners.

Attest: F. J. MILLER, Clerk.

EXHIBIT A.

Union Pacific Railway (Pacific Division). Special tariff on grain, flour, fleed, millstuffs, flaxseed, and live stock.

		', feed, 'a.rseed, in cents		lars per ar.
Distance.	Between Portland, Albina, or East Portland and—		Horses or mules.	Cattle, hogs or sheep.
10 15 18	Clarine Fairview Trontdale	8	\$ 10 00 13 20 14 85	\$ 8 00 12 00 13 50
25 28	Rooster Rock Bridal Veil	S1/2 81/2	16 50 18 70 18 70	15 00 17 00 17 00
33 37	Oneonta Dobsons Dobsons		18 70	17 00
38 41	Warrendale Bonneville	91/6	18 70 23 10	17 00 21 00
45 52	Cascade Locks	$\begin{array}{c} 91\frac{7}{2} \\ 10 \end{array}$	23 10 23 10	21 00 21 00
5× 63	VientoHains' Spur	10 101 ₂	26 40 26 45	24 00 24 50
66	Hood River	1012	26 45 32 75	24 50
72 88	The Dalles	111%	32 75	29 75 29 75
92 96	The Dalles Fishery	12	34 10 34 10	31 00 31 00
100 104	Celilo		35 20 35 20	32 00 32 00
108 111	BiggsGrunts	$12\frac{1}{2}$	35 20 36 30	32 00 33 00
114 118	Wallace John Day		37 40 34 50	34 00 85 00
123	Squally Hook Quinns	14 14	39 60 40 70	36 00 37 00
]27]34	Bialocks	15	41 80 41 80	38 00 38 00
142 151	Arlington Willows Junction	17 17	46 70 46 70	42 50 42 50
152	various junction	17	40 70	42 30

EXHIBIT A -Concluded.

		million cor-	In dollars per car.	
Dielances.		ead, in comis		
	Between Portland, Albina, or East Portland and-	Grain, Rour, for Muff, Sarwed toads, in or 100 tbs.	Hornes or males.	Childe, hops, or sheety.
<u> </u>				i——
167 172	Cecils	18 181,	\$ 56 10 56 10	\$ 51 00 51 00
181 188	Long	19 20	56 10 56 10	51 00 51 00
197	Lexington Heppuer Castle Rock	21	56 10	51 00
162	Castle Rock	10	56 10	51 00
170	Coyote	1814	56 10	51 60
180 187	Stokes.	19 20	56 10 56 10	51 00 31 00
198	Cold Springs	2l	56 10	51 00
201	Juniper	23	56 10	51 90
193	Maxwell	21	56 10	51 00
202	Fosters.	22	56 10	51.00
206 212	Nolan	221/2 2x	56 10 56 10	51 00 51 00
215	Nolan Yoakum	23	56 10	51 00
223	Barnhart	23	56 10	51 60
231	Pendleton	23	56 10	51 00
211	Eastland	23	56 15 56 15	51 50
244 248	AdamsAthena	23 23	56 15	51 50 51 50
252	Weston	23	57 20	52 90
254	Downing	23 23	57 20	52 00
258	Blue Mountain	23	57 25	52 50
267	Milton	23 23	58 30 56 15	53 00
242 252	Mikecha.	23	57 20	51 50 52 00
263	North Fork	23	58 30	53 00
245	Snodgrass	24	58 30	58 00
270	Hartmans	24	60 75	55 25
273	L '	24	60 75	55 25
280 286	M K	247/ ₈ 25	60 75 61 60	55 25 56 00
298	K AMERICAN AND AND AND AND AND AND AND AND AND A	25	61 60	56 00
305	1	25	66 00	60 00
307	It	251/4	68 20	62 00
813	A CONTRACTOR OF THE PROPERTY O	26	68 20	62 00
326 318	Č	27	70 40 68 20	64 00 62 00
328	T	27(2	70 40	DE 00
337	N	27/2	72 60	66 00
347	Haines	3732	74 80	68 00
857	Baker City	26/2 27/2 27/2 27/2 27/2 27/2 27/2 27/2	77 00	70 00
363 367	Norton	NAMES AND STREET OF THE STREET	77 00 77 00	70 00 70 00
370	Pleasant Valley	27.2	77 60	70 00
377	Unity	27%	77 00	70 00
384	Durkee	2732	77 00	70 00
393	Wetherbee	27/3	77 00	70 00
404	Huntington	2/%	77 00	70 00
	-			-

For ascertaining the rate between any stations, take the rate for a corresponding distance from Portland. Should the exact distance not be shown by the mileage column from Portland, take the rate to the station from Portland showing the nearest mileage to the distance required.

EXHIBIT B.

EXCEPTIONS TO CLASSIFICATION - LUMBER.

Common lumber rates will apply upon the following articles in straight or mixed carloads, or when loaded in the same car with soft lumber, lath, or shingles, viz: Sash and windows, unglazed doors, blinds, common mouldings, screen doors and windows, door, window and screen frames, wired combined lath and sheathing, bed slats, sawdust, permanent or portable house lumber, whether loose or in shape for permanent or portable houses, cornice, brackets, balusters, hand rails and stair work, mantels, counters and ornaments, sash, and door steps and frames. To apply on all lines covered by the Union Pacific system in Oregon.

OFFICE OF THE RAILROAD COMMISSION, SALEM, OREGON, August 1, 1891.

Mr. E. McNeil, Gen'l Supt. U. P. R. R. Co., Portland, Oregon —

DEAR SIR: The Board of Railroad Commissioners of the State of Oregon have made and adopted as reasonable rates and rules on your lines in this State the rates and rules hereto annexed and marked exhibits A and B, and have passed a resolution instructing you to put the same in force on or before September 1, 1891. You will therefore cancel all rates and rules for the transportation of property over your lines in Oregon which make the rates any higher than those proposed and prescribed by the said schedules and rules A and B, and cause such orders to issue to the officers and employés of said corporation as shall cause the rates therein named to take effect and be in force at a day not later than September 1, 1891.

Attest: F. J. MILLER, Clerk.

G. W. COLVIG, ROBERT CLOW, Commissioners.

OFFICE OF THE RAILROAD COMMISSION, SALEM, OREGON, March 2, 1891.

Mr. E. McNeill, General Manager Union Pacific, Portland, Oregon —

DEAR SIR: Under the provisions of an act passed at the sixteenth biennial session of the Legislative Assembly of the State of Oregon, which was filed in the office of the Secretary of State February 20, 1891, every person or corporation owning or operating any railroad in the State of Oregon is required to furnish the Board of Railroad Commissioners with a complete schedule of charges for transportation of persons and property in use on such road within ninety days from the passage of said act. You will therefore please file with said Board, on or before May 20, 1891, such schedules, in duplicate, as are in force on your lines in Oregon.

G. W. COLVIG, A. N. HAMILTON, ROBERT CLOW,

Attest: F. J. MILLER, Clerk.

Commissioners.

UNION PACIFIC RAILROAD COMPANY, GENERAL MANAGER'S OFFICE, PORTLAND, OREGON, March 12, 1891.

F. J. Miller, Clerk of Railroad Commission, Salem, Oregon —

DEAR SIR: Your communication of March 2d, requesting complete schedules of transportation charges on our lines in Oregon, is at hand. This matter will have our attention.

Yours truly,

E. McNEIL, General Superintendent.

OFFICE OF THE RAILROAD COMMISSION, SALEM, OREGON, August 10, 1891.

Mr. E. McNeil, Gen'l Supt. U. P. R. R. Co., Portland, Oregon —

DEAR SIR: Your communication of the 3d inst., requesting an extension of time until the 18th current, in which to offer suggestions on the subject of tariff reduction on your road, has been received, and by order of the Board your request is granted. I have already informed you of the decision of the Board by wire. Please meet the Board at its office in Salem, at 2 o'clock P. M., Tuesday, August 18, 1891.

Yours truly,

F. J. MILLER, Clerk of the Board.

UNION PACIFIC RAILWAY COMPANY, OFFICE OF THE ATTORNEY, PORTLAND, OREGON, August 19, 1891.

Honorable Board of Railroad Commissioners —

GENTLEMEN: On the 31st day of July, 1891, your honorable body, in a letter of that date submitted to Mr. E. McNeill, general superintendent of the lines of the Oregon Short Line & Utah Northern Railway Company in Oregon and Washington, proposed a tariff of rates on freight in the State of Oregon. This tariff is a very large reduction upon the rates at present in force and upon the rates authorized by the so-called Holt law. Inasmuch as the Oregon Short Line & Utah Northern Railway Company has alone in its possession data relating to the earnings and cost of operation of its road, and has had no opportunity as yet of submitting to your honorable body information in regard to such earnings and expenses, it is believed that the reduction is proposed to be made without knowledge as to the exact fact necessary under the statute to be ascertained before the reduction of rates should be made. It is also believed that if your honorable body were in possession of all the facts relating to the expenses and earnings of this company upon the line of road operated by it in the State of Oregon, that no such reduction as that proposed would be made or proposed to be made.

On behalf of the Oregon Short Line & Utah Northern Railway Company, the lessee of the lines of the Oregon Railway & Navigation Company, of the Oregon Extension Company, the owner of the line of railway from LaGrande to Elgin in the State of Oregon, we respectfully protest against the taking effect of the proposed reduction until after your honorable body have made an examination of the accounts of the company, showing the earnings derived from the operation of such railroad lines, and the expenses incurred in such opera-

tion, and its volume of business, and the reasonable value of the road. We respectfully pray that before any further action by your honorable body that the said Oregon Short Line & Utah Northern Railway Company be allowed a hearing by your honorable body, and that said company have an opportunity to be present at such hearing, and be permitted to submit to your honorable body the data which it has in its possession concerning the earnings derived from the operation of the lines above mentioned, and the expenses incurred in such operation, and be allowed to submit showing the original cost and present

value of the said railroad lines.

The Oregon Short Line & Utah Northern Railroad Company is the lessee of the lines of the Oregon Railway & Navigation Company, the Oregon Railway Extension Company, and of the Washington & Idaho Railroad Company in the States of Oregon and Washington. Under the leases from these companies, the Oregon Short Line & Utah Northern Railway Company has agreed to pay a fixed rental of about five and one half per cent upon the cost of these roads. Owing to the fact that the Oregon Short Line & Utah Northern Railway Company pays a fixed rental for the use of such roads not dependant upon the earnings thereof, the accounts of the operation of such companies are not kept separately, but are consolidated in the reports of the Oregon Short Line & Utah Northern Railway Company under the head of "Oregon Railway & Navigation Company and auxiliary lines." As you are aware, these lines are in the two States of Oregon and Washington. The main line of the Oregon Railway & Navigation Company extends entirely through the State of Oregon, and the remainder of the lines in Oregon and Washington are properly branches of this main stem, and act as feeders to the main line, and from which it indirectly derives a large amount of revenue. In order to give to the Commission data concerning the operation of the lines upon which the proposed reduction of rates would take effect, it is necessary to segregate the accounts of the operation of the company as they are now kept. In order to segregate these accounts for a series of years, to the end that the Commission may have information as to the average earnings of the road over which the proposed reduction will take effect, would, as can well be seen, involve a large amount of labor. In order that the Commission may have this information, I am authorized to state that the company is willing to assume the burden of preparing and submitting such data to the Commission. It is impossible to do this work within a period of less than fifty days from the time when the Commission signifies its desire to have these accounts prepared.

On behalf of the Oregon Short Line & Utah Northern Railway Company, we respectfully request the Commission that if any hearing be ordered in regard to the propriety of the proposed reduction of rates, that such hearing be fixed at a time not less than fifty days from the time that such notice of hearing may be given to the said Oregon Short Line & Utah Northern Railway Company, and that at such hearing the said company be allowed to submit to the Commission data concerning the cost of the roads operated by it, the earnings derived from such operation, and the expenses incurred therein.

We desire to state that we are informed and believe that the fixed rental paid by the Oregon Short Line & Utah Northern Railway Company for the use of the property of the Oregon Railway & Navigation Company and of its auxiliary lines is based upon the value of such property determined after careful examination of its cost by experts connected with the Union Pacific system; that such fixed rental does not exceed five and three-quarters per cent per annum upon such value. We can further add that the reports showing the result of the operation of the lines of the Oregon Railway & Navigation Company and auxiliary lines, as such reports appear in the reports of the directors of the Union Pacific Railway Company to the stockholders of said company for the year 1888 and 1890, show that in the year 1888 the total net income, not

including the cost of new construction or of betterments, was \$349,118.18 less than the fixed rental agreed to be paid and paid by the Oregon Short Line & Utah Northern Railway Company for the use of the lines of the Oregon Railway & Navigation Company and the auxiliary lines; that in the year 1889 such deficit was \$736,205.82; that in the year 1890 such deficit was \$1,789,190.48. In each of these years the fixed rental for the use of the lines of the Oregon Railway & Navigation Company and of the auxiliary lines was about \$2,500,000.

It will be noted, therefore, on this statement, that in the year 1890 the lines operated by the Oregon Short Line & Utah Northern Railway Company, upon which the proposed reduction was to take effect, did not earn two per cent upon the cost thereof. In none of these years was the cost of new construction paid out of the earnings of the property leased, and in each of the years the cost of betterments and new equipment was paid by the issue of additional The printed resecurities, and was not included in the deficit above stated. ports of the operations of such leased lines for the years 1889 and 1890 are submitted herewith, and we respectfully call the Commission's attention to page 27 of the report of 1890, and to page 41 of the report of 1889, for the purpose of establishing the facts concerning the deficit which have already been stated. We are informed by the officers having in charge the operation of these leased lines that a large amount of the deficit for the years referred to arose in the operation of the particular portion of the leased lines upon which the proposed reduction of rates would take effect. We desire to call the attention of the Commission further to the geographical situation of the leased lines in Oregon and Washington, and of the relation the leased lines bear to the main line of the Oregon Short Line & Utah Northern Railway Company. It will be seen from examination that necessarily the earning capacity of the Oregon lines is largely increased by the business received from the Washington lines and from the main line of the Oregon Short Line & Utah Northern Railway Company. Notwithstanding such increase, as has already been seen, it has been impossible to earn fair interest upon the reasonable cost of the lines in Oregon.

If a hearing be ordered by the Commission, the facts above stated we think can be established beyond controversy; and at such time we shall be glad to submit statements showing the volume of business from the points covered by the proposed tariff of the Commission and the volume of business affected by the proposed reduction of rates. In view of the fact that the Commission has not at the present time access to data showing the facts which we have above stated, without which it is impossible for the Commission in revising the tariffs in force in Oregon to take into consideration the character of the service to be performed, the business of the road, its entire earnings so as to allow a fair and just return on the value of such road, its appurtenances and equipments, we respectfully protest against any order of the Commission putting into effect the proposed or any tariffs until such investigation herein be

had.

We are respectfully yours,

W. W. COTTON, ZERA SNOW.

OFFICE OF THE GAILROAD COMMISSION, SALEM, OREGON, August 20, 1891.

Mr. E. McNeill, Gen. Supt. U. P. R. R. (o., Portland, Oregon —

DEAR SIR: The Board, after having read and considered the protest and application made and filed by W. W. Cotton and Zera Snow, the attorneys for the Union Pacific System, in the matter of the proposed rates made and prepared by this Board, have overruled the application for an extension of time, and have made certain findings of fact, and have made and adopted a modified

schedule of freight rates and charges for use on your lines in Oregon, and have made an exception to the classification in certain particulars which I am instructed to forward to you. Please find the same enclosed herewith.

Yours truly,

F. J. MILLER, Clerk of the Board.

The defendant failed and refused to put the revised rates in force on its lines, and commenced a review proceeding in the circuit court for Marion county to review the action of the Board, alleging that the Commission acted without authority of law, and that its findings were not supported by the evidence; that the Board unless restrained would commence a suit in equity to enforce its order. Upon a return of the writ certifying what action was had in the matter, and what evidence was considered by the Board in making the final order, Judge Boise sustained its action in all things, and dismissed the proceeding at cost of the company.

A suit was commenced in the circuit court to enforce the order of the Board, and to establish the reasonable character of the revised rates. After the issues were joined, Judge Boise referred the matter to Hon. W. H. Holmes to take testimony and report the law and facts to the circuit court. The evidence of numerous witnesses was taken, both in this State and at Omaha, in the State of Nebraska. After the argument of counsel had been made, and before the referee had filed his report, the defendant consented to allow judgment to be entered against it for the reduction asked with slight modifications. The referee filed his report in accordance with the stipulations of counsel in the matter, which was afterwards, at the March term, 1892, of said court, confirmed in all things, and a decree entered up against the defendant and in favor of the Board. These rates, which the court ordered to be put in force in the month of March, 1892, cause a reduction of the defendant's annual revenues of \$44,000, taking the business of 1890 as a basis for the estimate.

The following table will show the revised tariff as established by the court's decree, also the former rates which were in use by the defendant:—

TABLE.

Union Pacific Railway (Pacific Division). Special tariff on grain, flour, feed, milistuffs flaxseed and live-stock.

	Between Portland, Albina, or East Port- land and—	Farmers' rates, carloads.			Commissioners' rate.		
Distances from Portland.		Grain, Hour, feed, mill-stuffs, flaxseed, in cents	Horses and mules, in dol- lars per car.	Cattle, sheep, and hogs, in dollars per car.	Grain, Rour, feed, mill- sluffs, Rarseed, in car loads, in cents per 100 lbs.	Horses or mules.	Cattle, hogs and sheep.
10 15 18 25 28	Clarine	5 7 8 9	\$ 12 14 16 18 20	\$ 12 14 16 18 20	5 7 8 81,5 81,5	\$ 10 00 13 20 14 85 16 50 18 70	\$ 8 00 12 00 13 50 15 00 17 00
33 37 38 41 45	Onconta	11 12 13 13	20 20 28 28 28	20 20 20 25 25 25	9 91,9 101,3 101,3	18 70 18 70 18 70 23 10 23 10	17 00 17 00 17 00 21 00 21 00
52 53 63 65 72	Wyett Viento Hains' Spur Hood River Mosier	13 14 15 15 15	30 36 37 37 37	25 28 30 30 30	1012 1113 1213 1213 1213	28 10 26 40 26 45 26 45 26 45 32 75	21 00 24 00 24 50 24 50 24 50 29 75
83 92 96 100 104	The Dalles The Dalles Fishery Summit Celilo Des Chutes	17 17 17 18 18	37 37 45 45 45	35 35 40 40 40	13 ¹ / ₄ 14 ¹ / ₄ 14 ¹ / ₄ 15 ¹ / ₄	\$2 75 34 10 84 10 35 20 35 20	29 75 31 00 31 00 32 00 32 00
i03 111 114 118 123	Biggs Grants Wallace John Day Squally Hook	19 19 20 20	45 45 55 55 55 55	40 40 45 45 45	1512 1513 1613 1712 1713	35 20 36 30 37 40 38 50 89 60	32 00 33 00 34 00 35 00 36 00
127 134 142 151 152 167	QuinnsBlalocks Arlington Willows Willows Junction C'ecils	21 21 21	55 55 55 55 60 60	45 45 45 45 45 50 60	1713 1813 1813 1813 1813 1813 21	40 70 41 80 41 80 46 70 46 70 56 10	37 00 38 00 38 00 42 50 42 50 51 00
172 181 188 197 162	Douglas	231/2	75 75 75 75 75 60	60 60 60 60 50	21 21 21 21 21 181/2	56 10 56 10 56 10 56 10 56 10 56 10	51 00 51 00 51 00 51 00 51 00
170 180 187 198 201	Coyote	21 21 22 22 22 22	60 60 60 60 60	50 50 50 50 50	1813 19 20 21 22	56 10 56 10 56 10 56 10 56 10	51 00 51 00 51 00 51 00 51 00
193 202 206 212 215	Maxwell Fosters Echo Nolan Yoakum	231/2 231/2 231/2 231/2 231/2	75 75 75 70 70	60 60 60 60	21 22 221/2 23 23	56 10 56 10 56 10 56 10 56 10	51 00 51 00 51 00 51 00 51 00
223 231 241 244 248	Barnhart	23 1 2 23 1 2 23 1 2 23 1 2 23 1 2	70 70 70 70 70 70	60 60 60 60 60	23 23 23 23 23 23	56 10 56 10 56 15 56 15 56 15	51 00 51 00 51 50 51 50 51 50

TABLE — Concluded.

Union Pacific Railway (Pacific Division). Special tariff on grain, flour, feed, millstuffs flaxseed and live-stock.

	Farmer	Farmers' rates, carloads.			Commissioners' rate.		
Between Portland, Albina, or East Port- land and—	Grain, Hour, feed, mill- stuffs, Aaxseed, in cents per 100 lbs.	Horses and mules, in dol- lars per car.	Cattle, sheep, and hogs, in dollars per car.	Grain, flour, feed, mill- stuffs, flaxsced, in car loads, in cents per 100 lbs.	Horses or mules.	Callle, hogs and sheep.	
Weston Downing Blue Mountain Milton Cayuse Mikecha North Fork Snodgrass Hartmans Lake Meacham Kamela Hilgard La Grande Island City Alicels Elgin Union Telocaset North Powder Haines Raker City Norton Eucina	231/3 231/3 25 25 26 26 271/3 271/3 281/3 30 321/3 30 321/3 321/3 321/3	766688888888888888888888888888888888888	6066666666666555778878888888888888888888	23 23 23 24 4 4 1/2	57 20 57 25 58 30 56 15 57 25 58 30 60 75 60 75 60 75 61 60 68 20 70 40 68 20 70 40 72 60 74 80 77 00 77 00 77 00 77 00 77 00	52 00 52 00 52 50 53 00 51 50 53 00 53 00 53 25 55 25 56 00 62 00 62 00 64 00 64 00 68 00 70 00 70 00 70 00	

For ascertaining the rate between way stations, take the rate for a corresponding distance from Portland. Should the exact distance not be shown by the mileage column from Portland, take the rate to the station from Portland showing the nearest mileage to the distance required.

In the investigation of rates, the law made it the duty of the Commission to examine and approve, or amend every rate used in the transportation of persons and property in the State. The Board found that the Union Pacific Railway was collecting unlawful passenger rates to and from Portland from every other station on its lines in Oregon. In the construction of its passenger tariffs, under the mileage act of 1885, a false mileage was shown between Portland and East Portland of one and eight-tenths miles, which made an

error in favor of the company and against the passenger of seven and two-tenths cents on all of its local tickets in and out of Portland. The Board ordered the mileage corrected, which order was complied with. The following correspondence was had on the subject:—

OFFICE OF THE RAILROAD COMMISSION, SALEM, OREGON, July 17, 1891.

Mr. E. McNeill, Gen. Supt. U. P. R. R. Co., Portland, Oregon —

DEAR SIR: On examination of your passenger tariffs, this Board finds that you are charging the regular rate of four cents per mile on mileage between Portland and Albina, reckoned at 1.4 miles, and from Albina to East Portland, 1.4 miles, making the distance from Portland to East Portland, 2.8 miles. This distance figures in every ticket out of and into Portland. The Board further finds that you do not run your passenger trains for traffic over that portion of your line between Portland and Albina, and are therefore only entitled to charge for the exact mileage from and to the Union depot at Portland. You will please file with the Board, within ten days from the date of this notice, a revised tariff covering the rates affected by this mileage, leaving out the excess now charged for mileage not operated.

By order of the Board. Yours truly,

F. J. MILLER, Clerk of the Board.

UNION PACIFIC SYSTEM, OFFICE OF ASST. GEN. PASS. AGENT, PORTLAND, OREGON, July 21, 1891.

Mr. F. J. Miller, Clerk Railroad Commission, Salem, Oregon —

DEAR SIR: I have this day received your favor of the 17th, addressed to E. McNeill, in regard to our rail passenger tariffs, and have forwarded the same to E. L. Lomax, G. P. & T. A., Omaha, at which point all of our tariffs are now issued, and requested him to make the necessary corrections as requested by your Board.

Yours truly,

W. H. HURLBURT, A. G. P. A.

UNION PACIFIC SYSTEM, OFFICE OF ASST. GEN. PASS. AGENT, PORTLAND, OREGON, Sept. 21, 1891.

Mr. F. J. Miller, Clerk Railroad Commission, Salem, Oregon —

DEAR SIR: I am to-day in receipt of letter from E. L. Lomax, G. P. & T. A., Omaha, to the effect that the recent changes which you desire made in our local tariffs, would go into effect on October 1st. In explanation of the length of time that it has taken to get out this tariff, it might be well to state that there was a strike among the printers in Omaha, and the work was necessarily delayed. The tariff, however, is now in the press, and will be ready to issue on the above date, all of which I trust will be satisfactory to your Board. Please acknowledge receipt.

Yours truly,

W. H. HURLBURT, A. G. P. A.

UNION PACIFIC SYSTEM, OFFICE OF ASST. GEN. PASS. AGENT, PORTLAND, OREGON, July 28, 1891.

Mr. F. J. Miller, Clerk Railroad Commission, Salem, Oregon —

DEAR SIR: I am just in receipt of telegram from general passenger and ticket agent at Omaha, stating that he will be unable to comply with your request and issue new tariffs for the State of Oregon within the ten days

allowed by your Board.

You will recall my having written you a letter some few days since, stating that the matter had been referred to him, and that all rates were compiled at the Omaha office. This is to advise you that the matter is being attended to, and we will get the tariffs out just as early as possible; all of which I trust will be entirely satisfactory to your Board. Yours truly,

W. H. HURLBURT, A. G. P. A.

UNION PACIFIC SYSTEM, OFFICE OF ASST. GEN. PASS. AGENT, PORTLAND, OREGON, October 5, 1891.

Mr. F. J. Miller, Clerk Railroad Commission, Salem, Oregon —

DEAR SIR: In compliance with your favor of October 2d, I beg to hand you herewith two copies of our local Pacific Division passenger tariff, which takes effect October 1, 1891. Kindly acknowledge receipt. Yours truly,

W. H. HURLBURT, A. G. P. A.

The complaint of Hon. J. C. Carson of Portland, and Hon. H. B. Miller, of Grants Pass, which follows, was taken into consideration in the matter of rates, and was not acted on by the Board only as evidence in the revision.

PORTLAND, OREGON, August 19, 1891.

Hon. Board of Railroad Commissioners—

GENTLEMEN: I enclose you a circular showing rules of transportation. Page 5, rule 36, places sash, doors, etc., in straight or mixed car lots same rate as lumber. Page 2, specifying where these rules apply, makes them apply to all parts of the U. P. System east of Pocatello. The ruling of the company will not allow this to apply on any Oregon shipments going East. On account of low rates on sash, doors, etc., Oregon manufactures are shut out of the Eastern Oregon market.

Now, what we want is to have this rule apply to all points in Oregon. If it is right east of Oregon, it is good for Oregon; and as this is almost the universal rule in every place but Oregon, I see nothing wrong in putting it into effect in Oregon. The S. P. R. R. has the same rule for California, and cannot complain about it for Oregon. What you have done on the S. P. R. R. is all right; now fix this rule for Oregon on the U. P. line, and Oregon manufac-

turers will be very much benefited.

Glass shipped from the East to Portland, glazed and shipped back to Eastern Oregon at a high rate, makes it impossible for Oregon manufactures to hold Eastern Oregon markets. Rates from Missouri River points to La Grande, on doors, glazed sash, etc., car lots, is only 115 cents per 100 lbs. Glass to Portland is that much, and then almost that much back to La Grande. Fix lumber rates on doors, sash, and millstuff, and then we can get hold of our own home market. The railroad companies are discriminating against Oregon manufactures by not allowing this same ruling to apply to all shipments from Portland to Eastern Oregon and points east of Oregon, and are not deserving of any kind treatment at your hands as long as they pursue this course. Hoping you will see your way clear to arrange this matter, I am

Yours truly,

H. B. MILLER, Manager S. P. D. & L. Co., Grants Pass, Oregon.

PORTLAND, OREGON, August 19, 1891.

Mr. F. J. Miller, Clerk Railroad Commission, Salem, Oregon —

DEAR SIR: I am informed that your Board will meet to-morrow for the purpose of considering rates of freight charged by the Union Pacific. I desire to respectfully call your attention to an existing discrimination practiced by the Union Pacific which has a damaging effect upon the sash and door and blind manufacturing interests of Oregon. By virtue of a circular issued from Omaha April 25, 1891, the classification of sash, doors, blinds, etc., was made the same as that of common lumber. But the ruling only applies to points south and east of Pocatello, Idaho. It has no application to the classification in Oregon or Washington or Idaho west of Pocatello. This has virtually allowed the Eastern factories to shut us out of Eastern Oregon and Washington and Idaho.

At the time this ruling went into effect, I had orders for five carloads of sash and doors cancelled, and since that time have been unable to sell a single carload. Now, in justice to the sash and door interest of Oregon, the Union Pacific should be required to carry sash and doors at lumber rates over their entire system or over none of it. Such discrimination has in this one instance carried thousands of dollars East which previously came directly to Portland.

Hoping that this word of explanation will receive the serious consideration

of your honorable body, I am

Very truly,

J. C. CARSON.

COMPLAINTS, DECISIONS, ETC.,

BEFORE THE BOARD OF RAILROAD COMMISSIONERS
OF THE STATE OF OREGON, 1892.

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COMPLAINTS, DECISIONS, INVESTIGATIONS, 1892.

DONALD McLEOD OF SPRINGFIELD, OR., v. THE SOUTH-ERN PACIFIC COMPANY.

Petitioner filed his complaint against the defendant on December 7, 1891, as follows:—

SPRINGFIELD, OREGON, December 5, 1891.

To the Honorable Railroad Commissioners, Salem, Oregon —

Gentlemen: I have a grievance that I am informed properly comes before your honorable body for consideration and adjustment. The facts of the case are as follows: I recently shipped some goods from Aumsville, Marion County, to Springfield, Lane County, the bill for which, as per written agreement with the railroad agent (which is herewith enclosed for your inspection), was \$24, which I prepaid, taking a receipt for the same, which also please find enclosed herewith. When I presented my bill of lading at Springfield and asked for my goods, the agent at that place demanded \$8 additional before he would deliver my goods; some of them being perishable, I was obliged to pay the extortion, which I did under protest, taking receipt for the same under protest, which also please find enclosed herewith. These are the facts in the case, and if it properly comes under your jurisdiction, I trust you will give the matter the consideration it deserves.

I am not contending for the \$8 so much as to right a wrong, and one that is practiced very largely by this company. I at once wrote to Hon. Robt. Clow regarding the matter, but have just learned that his home is Junction City instead of Polk County, as formerly, consequently I did not receive any reply. Awaiting your pleasure in the matter, I am

Most respectfully,

DONALD McLEOD.

The defendant filed its answer, which is set out in full. The following correspondence and finding will sufficiently show what was done in the matter:—

SOUTHERN PACIFIC COMPANY, MANAGER'S OFFICE, LINES IN OREGON, PORTLAND, OREGON, January 12, 1892.

In the matter of the complaint of Donald McLeod against the Southern Pacific Company alleging an overcharge for the transportation of certain goods from Aumsville, in Marion county, to Springfield, in Lane county, Oregon.

To the Honorable Board of Railroad Commissioners—

GENTLEMEN: For answer to the charge made by Mr. Donald McLeod on December 5, 1891, to your honorable body, alleging that he had been charged \$8 in excess of an agreed rate for the transportation of certain goods from Aumsville, Marion county, to Springfield, Oregon, we beg leave to submit the following statement of facts:

That on or prior to November 23, 1891, Mr. Donald McLeod came to the agent of the Southern Pacific Company at Aumsville, and inquired of him what the freight would be on a shipment of a lot of household goods, together with a coop of chickens and two hogs from Aumsville to Springfield, Oregon. The agent informed him that the rate would be \$24 for a carload shipment. Mr. McLeod then gave an order for a car, and was given to understand that he could load the car to its full capacity. He was also instructed as to the manner in which shipment was to be made; also as to the bill of lading issued by the Southern Pacific Company for shipment of live stock, which blank is known as form "F. 28, A," and a copy of which is hereto attached. On November 23, 1891, Mr. McLeod, in connection with the agent at Aumsville, executed this contract for the transportation for one coop of chickens, two hogs, and emigrant movables in Oregon & California car No. 74. Under this contract, a party going with the car in charge of the livestock is entitled to ride at one-half regular charge made for transportation of passengers between the points named. Mr. McLeod purchased a one-half fare ticket in accordance with the terms made in the contract and accompanied the car to its destination. No arrangement was made between the agent and Mr. McLeod in regard to making shipment at less than carload rates as provided in the tariff of the Southern Pacific Company. Mr. McLeod paid the charges to the agent at Aumsville in advance, amounting to \$24, for which the agent issued him expense bill "F. 44,906."

On arriving at the destination, which was Springfield, Oregon, the agent at that station demanded that Mr. McLeod pay \$8 in addition to what he had already paid the agent at Aumsville. An explanation being asked by Mr. McLeod as to why this additional \$8 was charged, he was referred to the issue of the tariff and classification, which provides that a carload of emigrant movables should not be less than \$32, which rate is in accordance with published tariff in operation on the Woodburn-Springfield branch of the Southern Pacific lines in Oregon. Before obtaining delivery of his goods, Mr. McLeod was obliged to pay the agent at Springfield this additional \$8, for which said agent at Springfield issued his expense bill E. 839,096, which shows a prepayment of \$24 and an undercharge of \$8, thus making a total amount paid by Mr. McLeod for the transportation of the shipment in question of \$32.

Since receipt of your letter signed by Commissioner Colvig, the matter has been thoroughly investigated by the assistant general freight and passenger agent of the Southern Pacific Company in charge of that part of the company's lines in Oregon. The agent at Aumsville explains that he made an error in quoting the rate of \$24 for the shipment in question to Mr. McLeod, and that he is unable to say how he came to make such error, as he has no authority whatever for such rate, and consequently would not have any authority to make such quotation. The regular tariff rate on shipment in question is \$32 per car, being for a minimum weight of ten tons. If the charges on the shipment in question had been allowed to remain \$24, the shipper would have had the benefit of a shipment at less than tariff rate, which would have been illegal, for the reason that another shipper who might wish to make a similar shipment of similar goods between the same points would have been charged in accordance with the published tariff, \$32; consequently a discrimination would have been made in favor of Mr. McLeod.

Where the party desires to make a shipment of a miscellaneous lot of freight such as is usually owned by a farmer, and what is known as household goods, second-hand farming utensils, and similar articles, also livestock in a limited number, special arrangements are made whereby the party may obtain the use of the car by which he can load such articles at his own convenience, placing them in the car in such a manner as he may desire, for which a certain rate is charged. Where the shipper wishes to make shipment at less than

carload rates of similar articles he is obliged to bring the same to the company's warehouse. In this case all articles are required to be carefully packed and boxed for their protection; also properly and distinctly marked, and every article must be specified on the shipping receipt and be weighed separately. They are then loaded by the company's agent at his own convenience, and may or may not all be loaded in the same car. So that for the same quantity of freight shipped at less than carload rates, the shipper has to be to additional trouble and expense in making such shipment than he would be where full carload rate is paid and the shipment made to suit his convenience. In making less than carload shipment, the party has to pay full passenger fare and is not allowed to go in the same car with his shipment. It so happens in the case in question that at the request of the shipper the agent at the point of delivery weighed the entire shipment; and from the actual weight obtained by such weighing, the company finds that if the shipper had made the shipment in question at less than carload rate he would have paid about \$3.50 less than he actually did pay. But the probabilities are that the extra cost of packing, marking, extra handling, etc., would more than offset the additional amount which he had to pay. The fact is, that, taking the original shipment into question, and the manner in which it was made, the shipper has only paid what all other shippers, under like circumstances, would have been required to pay in accordance with the published tariff in effect at the time the shipment was made.

Therefore the Southern Pacific Company do not consider that Mr. Donald McLeod has just cause of complaint, or that he has been overcharged in any

way.

Respectfully submitted,

R. KOEHLER.

Enclosures: Expense bill No. F-44,906; expense bill No. 839,096; blank F-28-A; letter D. L. McLeod to R. R. Commissioners.

OFFICE OF THE RAILROAD COMMISSION, SALEM, OREGON, March 10, 1891.

Mr. R. Koehler, Manager S. P. R. R. Co., Portland, Oregon —

charge on a shipment of certain goods from Aumsville to Springfield, was duly received and considered by the Board of Railroad Commissioners at their regular meeting last Monday, the 7th current. The Board think that under your statement they should make further investigation, and have set Monday, April 4, 1892, as the day on which they will make final disposition of the above complaint; and you are hereby requested to appear before the Board, by attorney or otherwise, on said day, at the hour of 10 A. M., to be heard in said matter. By order of the Board.

F. J. MILLER, Clerk of the Board.

OFFICE OF THE RAILROAD COMMISSION, SALEM, OREGON, March 10, 1891.

Mr. Donald McLeod, Springfield, Oregon —

DEAR SIR: On January the 6th I wrote you that the S. P. Co. had been granted an extension of time until February 1st in which to file an answer to your complaint of an overcharge on a shipment of a certain carload of goods. Their answer was duly filed, but owing to the illness of Commissioner Hamil-

ton, and the absence from the State of Commissioner Clow, the Board held no meeting in February.

The Southern Pacific Company deny that you have just cause of complaint, or that you have been overcharged in any way, although they admit all the

facts stated by you in your complaint.

It is ordered by the Board that a final disposition of this matter be made on Monday, April 4, 1892, and you are hereby requested to appear before the Board at that time, by attorney or in any manner you may desire, to be heard in the case, or you may submit further testimony in writing in support of your claim.

By order of the Board.

F. J. MILLER, Clerk of the Board.

OFFICE OF THE RAILROAD COMMISSION, SALEM, OREGON, April 4, 1892.

Donald McLeod v. The Southern Pacific Company.—Complaint on overcharge.

The above matter coming on to be heard, and the Board being

fully advised, find as follows, to-wit:

That Donald McLeod shipped 10,720 lbs. of household goods, consisting of emigrant movables, from Aumsville to Springfield, Oregon, on or about November 23, 1891, over the Southern Pacific Company's line, a distance of 62 miles; that said McLeod paid for said service the sum of \$32, and paid the further sum of \$1.25 for passenger fare, the regular rate being \$2.50; that \$32 is the full tariff rate for a full car of 20,000 pounds for said character of freight; that said McLeod was not entitled to travel at half passenger rate on said shipment; that the said freight at less than carload rates would have aggregated the sum of \$27.90; that said company overcharged the said McLeod \$2.85 on said shipment over and above the sum of \$1.25 which said McLeod should have paid and justly owes said company for a balance on the passenger fare between said stations; that said McLeod is entitled to recover off the said company the sum of \$2.85.

It is therefore recommended the said Southern Pacific Company repay to the said Donald McLeod the sum of \$2.85 in full of said

demand within 20 days from the date of this finding.

G. W. COLVIG,

Attest: F. J. MILLER, Clerk.

Chairman.

SOUTHERN PACIFIC COMPANY, Manager's Office, Lines in Oregon, Portland, Oregon, April 12, 1892.

Hon. G. W. Colvig, Chairman Railroad Commission, Salem, Oregon —

DEAR SIR: Replying to the findings of the Board in the matter of *Donald McLeod* v. The Southern Pacific Company, in which your Commission recom-

mends that the company repay to Mr. McLeod \$2.85 as an alleged overcharge, the Company does not regard that any overcharge was made, but inasmuch as our Aumsville agent quoted a rate for carloads to this shipper at \$24, and but for this quotation the shipper might possibly have shipped in less than carload lot, I have concluded to follow your recommendations without conceding that the findings made are right, either upon the law or the facts.

Respectfully yours,

R. KOEHLER, Manager.

SHERIDAN FLOURING MILLS CO. v. THE SOUTHERN PACIFIC COMPANY.

Petitioner on January 2, 1892, filed the following complaint against the defendant:

SHERIDAN, OREGON, Jan. 2, 1892.

Hon. Board of Railroad Commissioners —

GENTLEMEN: We are charged by the S. P. Co. \$22 for a 10-ton car from our mill to Portland, of millstuff, a distance of 53 miles, and to Tualatin, a distance of about 41 miles, they charge us \$34; and in local lots they charge us 17c. per hundred pounds to Portland, and 24c. per hundred to Tualatin. Can you give us a remedy? Please let us hear from you.

Yours truly,

SHERIDAN FLOURING MILL CO., Per C. Allison, Secretary.

The following letter was sent Mr. Koehler together with a copy of the complaint:—

OFFICE OF THE RAILROAD COMMISSION, SALEM, OREGON, June 7, 1891.

Mr. R. Koehler, Manager S. P. R. R. Co., Portland, Oregon —

DEAR SIR: Herewith find a copy of the complaint of the Sheridan Flouring Mills Company, complaining of the S. P. R. R. Co. for a violation of section 4 of the "Hoult Law." Please file your answer on or before Monday, February 1, 1892.

By order of Board. Yours truly,

F. J. MILLER, Clerk of the Board.

The following answer was filed:

SOUTHERN PACIFIC COMPANY, MANAGER'S OFFICE, LINES IN OREGON, PORTLAND, OR., January 30, 1892.

Hon. Board of Railroad Commissioners -

GENTLEMEN: In pursuance of your communication of January 6th, in the matter of the complaint of the Sheridan Flouring Mills Co., for violation of section 4 of the Hoult law, I beg to hand you herewith a communication signed by the Sheridan Flouring Mills Co., from which please note that a sat-

isfactory adjustment of the matter complained of has been arranged, and that they acknowledge satisfaction of the injury complained of, and ask to have the complaint dismissed.

Respectfully yours,

One enclosure.

R. KOEHLER, Manager.

SHERIDAN, OREGON, January 20, 1892.

Hon. Board of Railroad Commissioners —

Gentlemen: Referring to the complaint made against the Southern Pacific Company by the Sheridan Flouring Mills Company, as per letter of January 2, 1892, we now beg leave to report to you that a satisfactory adjustment of this difficulty and complaint has been arranged by the company, and we therefore acknowledge satisfaction for the injury complained of, and ask to have our complaint dismissed.

Yours truly,

SHERIDAN FLOURING MILLS CO., Per C. Allison, Secretary.

OFFICE OF THE RAILROAD COMMISSION, SALEM, OREGON, March 7, 1892.

In the matter of the Sheridan Flouring Mill Co. v. The Southern

Pacific Company.

The above matter coming on to be heard, and it appearing that the S. P. Co. had rendered full and complete satisfaction since the filing of the above complaint, on motion of the Sheridan Flouring Mills Co. the complaint is dismissed without prejudice to the S. P. Co.

McKINLEY MITCHELL v. THE SOUTHERN PACIFIC COMPANY.

The petitioner filed his complaint on March 5, 1892, as follows:—

GERVAIS, OREGON, March 5, 1892.

Hon. Board of Railroad Commissioners —

Gentlemen: I desire to call your attention to an overcharge and an unjust discrimination of the Southern Pacific Railroad Company of this State, on their Woodburn and Springfield branch in shipment of carload lots of potatoes, from Mt. Angel, and McKee stations, Oregon, on said line to Sacramento, Cal., said cars being billed as through freight from the above mentioned point to Sacramento, Cal., as follows, to-wit: Date of shipment, January 26, 1892; C. F. T. car, No. 13118. Number of way bill 126,990; 218 sacks of potatoes, weighing 24,600. The through freight rates, on main line of the S. P. Company, is 37½ cents per hundred pounds to Sacramento, Cal., and I have been charged on this car from Mt. Angel, Oregon, to above mentioned point, 45½ cents per hundred pounds, making an overcharge of \$19.68 on this car; also C. F. T. car, No. 17020, shipped from Mt. Angel, Oregon, January 31, 1892

229 sacks of potatoes, weighing 24,555 lbs., making an overcharge of \$19.56; also S. P. car No. 10672 shipped February 4, 1892, from McKee station, Oregon, weighing 24,250 lbs., waybill 377,771, on which I have been charged 431 cents per hundred pounds, making an overcharge of \$14.55 on this car; also C. F. T. car No. 13196, shipped February 4, 1892, from McKee station to Lincoln station, Cal., containing 225 sacks of potatoes, weighing 25,200 lbs., way bill 319,166, for which I have been charged 43½ cents per hundred pounds, making an overcharge of \$15.12. The distance from Mt. Angel, Oregon, to Woodburn, Oregon, is 7 miles, for which I have been charged the local rate of 8 cents per hundred pounds; and the distance from McKee station to Woodburn is 4 miles, on which I have been charged a local rate of 6 cents per hundred pounds, which I consider exorbitant and unfair, and unjust discrimination, as the said company hauls potatoes in carload lots from Portland, Oregon City, Canby, and other points on the S. P. road through to Sacramento, Cal., at a rate of 37½ cents per hundred pounds, a distance of about 730 miles; while they charge 45½ cents per hundred pounds, from Mt. Angel, Oregon, to Sacramento, Cal., a distance of about 675 miles, and 43½ cents from McKee station per hundred pounds, to Sacramento, Cal., a distance of about 670 miles,—all on through freight of one continuous hall, and owned and managed by one company, I deem these charges exorbitant, unfair, and unjust, and a discrimination in favor of Portland. I do not complain of the interstate commerce rate of 37½ cents per hundred on through freight to Sacramento, Cal., but I do complain of an additional local charge of 6 and 8 cents per hundred pounds on a haul of 4 and 7 miles respectively. Said S. P. Railroad Company have a rate on grain, wheat, oats, and flour, of 10 cents per hundred pounds to Portland, Oregon, from Mt. Angel and McKee stations, a distance of 40 to 50 miles, and on through freight to California, add a local rate of 8 cents per hundred pounds, which is a discrimination in favor of Portland and against San Francisco and other California points, and place the farmers in that vicinity where they cannot find a market for their produce without a loss. The loss which I have sustained from these overcharges amount in the aggregate to \$68.91, which I ask to be refunded. In consideration of my claim I herewith submit for your inspection and examination expense bills, letters, etc., covering the same and trust that you will give the matter your prompt and earnest consideration.

Very respectfully yours.

McKINLEY MITCHELL.

The following letter was transmitted to Mr. Koehler, together with a copy of the complaint:—

OFFICE OF THE RAILROAD COMMISSION, SALEM, OREGON, March 7, 1892.

Mr. R. Koehler, Manager S. P. Co., Portland, Oregon-

DEAR SIR: I am directed by the Board of Railroad Commissioners to forward the enclosed complaint of Mr. McKinley Mitchell against the S. P. Company to you and request that you file an answer thereto on or before Wednesday, the 16th inst. Please return the enclosed papers with your answer. Yours truly,

F. J. MILLER, Clerk of the Board.

The defendant filed the following reply:—

Hon. Board of Railroad Commissioners—

In the matter of the complaint of McKinley Mitchell v. The Southern

Pacific Company.

Comes now the Southern Pacific Company, and respectfully answering the complaint of McKinley Mitchell, dated March 5, 1892, filed with the Board of Railroad Commissioners, and in obedience to the request and direction of said Board of March 7, 1892, for answer denies that it has made any overcharge or any unjust discrimination on its Woodburn-Springfield Branch, or elsewhere, in carload lots, or otherwise, at any time or at all. And further answering said complaint, the said company shows your Honorable Board that the shipments, each and every one of them, were interstate shipments, and as such were billed through from the point of shipment to a point in the State of California, and that the shipments were and are interstate commerce, and as such are not within the jurisdiction, supervision or control of your honorable Board. And said company respectfully claims to this Board that said charges so made are reasonable and proper.

Wherefore the said company respectfully ask that the complaint of said McKinley Mitchell be dismissed, and that said company be permitted to go

hence without further hearing.

THE SOUTHERN PACIFIC COMPANY, By R. Koehler, Manager.

Bronaugh, McArthur, Fenton & Bronaugh, Attorneys for Southern Pacific Company.

STATE OF OREGON, County of Multnomah.

I, R. Koehler, being first duly sworn, depose and say that I am the manager of the Southern Pacific Company's lines in Oregon, and that the foregoing answer is true as I verily believe.

R. KOEHLER.

Subscribed and sworn to before me this 14th day of March, A. D. 1892.

DAVID LORING,

Notary Public for Oregon.

The Board, after considering all the expense bills, papers, receipts, etc., which accompanied the complaint, made the following finding:

In the matter of the complaint of McKinley Mitchell v. The South-

ern Pacific Company.

The above matter coming on to be heard on the complaint and answer, the Board being fully advised, finds: This is a case wherein McKinley Mitchell complains against the S. P. Co., and charges it with discrimination and overcharges in the matter of certain carload shipments of potatoes from Mt. Angel and McKee stations on the Woodburn-Springfield Branch of defendant's lines to Sacramento, California, the amount of overcharge being stated in the complaint at \$68.91. The petitioner alleges that the shipments were billed as through freight from the points named to Sacramento, California. It is further found that the published tariff rate for potatoes in carloads on defendant's lines was, at the time of the shipments alleged in said petition, $37\frac{1}{2}$ cts. per 100 lbs. from Portland, Oregon City,

Canby, and other points in Oregon, to Sacramento, in the State of California; that said defendant charged, demanded, and received from petitioner 45½ cents per 100 lbs. on carload shipments of potatoes from Mt. Angel, Oregon, to Sacramento, Cal., and 43½ cents per 100 lbs. from McKee, Oregon, to Sacramento, Cal.; that the distance from Mt. Angel to Sacramento is 675 miles, and from McKee to said point is 670 miles; while the distance to Portland, Oregon City, and Canby is greater from Sacramento; that the shipments so made were carried from point of shipment to destination in the same cars by the defendant; that the defendant added its local rate to the through rate from Mt. Angel to Woodburn and from McKee to Woodburn, the same being 6 and 8 cents per 100 lbs. for the local haul of 4 and 7 miles, respectively; that said additional charge of 6 and 8 cents was and is an unjust discrimination against the petitioner; that the \$68.91 over-payment by petitioner was and is an unjust and unlawful overcharge, which in good conscience the defendant company should return.

The case of Daniel Ball reported in 10 Wall. 557, which was a decision by the court of highest resort interstate commerce, was defined as follows: "Whenever a commodity has begun to move as an article of trade from one State to another, commerce in that commodity between States has commenced. The fact that several different and independent agencies are employed in transporting * does in no sense affect the character of the commodity, the transaction. To the extent to which each agency acts in the transportation it is subject to the regulations of Congress." starting point and the destination of an article determine its character as to whether it is an article of domestic or interstate commerce. Whenever a commodity is billed directly from the shipping station to another station outside of the State, it becomes interstate commerce, and the shipment would be exempt from State regulation even within the limits of the State. (See Wabash, St. Louis & Pacific Railway Company v. Illinois, 118 U. S. 557.)

The shipments alleged in this petition are matters of interstate commerce over which this Board has no jurisdiction, and for which

overcharge it can afford no remedy.

G. W. COLVIG, Chairman.

Attest: Frank J. Miller, Clerk.

JAMES W. SMITH v. THE UNION PACIFIC RAILWAY.

On April 5, 1892, complaint was filed as follows:--

I enclose you herewith an expense bill of the Union Pacific Railway Company for a car of salt that was put upon their cars by the D. P. & A. Navigation Company from their boat at The Dalles. You will see that the U. P. Ry. Co. charge me their lawful rate of 19 cents per 100 pounds, amounting to \$39.40, and then add an item that they call advance charges amounting to \$24.90. They paid no charges as I paid the D. P. & A. N. Co. for putting the salt on the cars. I claim this charge of \$24.90 is a fraud and an unlawful charge, and I ask that you have the matter examined and adjusted.

JAMES W. SMITH.

ARLINGTON, OREGON, March 21, 1892.

The following letter, accompanied by a copy of the complaint, was forwarded to defendant:—

OFFICE OF THE RAILROAD COMMISSION, SALEM, OREGON, April 4, 1891.

Mr. E. McNeill, Gen. Supt. U. P. Ry. Co., Portland, Oregon —

DEAR SIR:— I hand you herewith a copy of the complaint filed with this Board by Mr. James W. Smith of Arlington, together with a U. P. Ry. Co. expense bill. Mr. Smith complains that on a carload shipment of salt from The Dalles to Arlington that he was charged the regular rate of 19 cents per 100 pounds, and an additional charge of \$24.90; this latter charge he characterizes as unjust, claiming to have paid all former charges. I am directed to request you to file an answer to the enclosed complaint on or before the 15th day of the present month. Please return the enclosed expense bill with your answer.

Yours truly,

F. J. MILLER, Clerk of the Board.

The following correspondence shows what disposition was made of the claim:—

OFFICE OF THE RAILROAD COMMISSION, SALEM, OREGON, April 15, 1892.

Mr. James W. Smith, Arlington, Oregon —

DEAR SIR: Your complaint of March 21, 1892, against the Union Pacific Railway Company for an overcharge of \$24.90 was duly considered by this Board and by them referred to the U. P. Ry. Co. We are in receipt of a letter from Mr. B. Campbell, G. W. F. Agt. of the U. P. Ry. Co., under date of April 8, 1892, in which he acknowledges the justice of your claim for the overcharge of \$24.90, and says that he has advised you through their agent at Arlington that the amount of overcharge would be refunded on return of the original freight bill. He farther says: "We are advised in reply that Mr. Smith has written you asking for return of the paid freight bill; and as the document would be transmitted to this office when received by him, we will assume your willingness to have us retain it here, thus avoiding any further delay in settlement of the overcharge." I have advised Mr. Campbell that we have no objections to their retaining the expense bill if such an arrange-

ment meets with your approval. Please notify the Board of the settlement of

your claim.

Replying to your favor of the 12th inst. on the same subject, receipt of which is hereby acknowledged, in which you say, "I am out, if they refund the \$24.90, a trip to The Dalles and fee to a lawyer. Are they not liable for that as well as the original overcharge?" In reply I am directed to say that this Board has no jurisdiction in that matter and cannot advise you. Yours truly,

FRANK J. MILLER, Clerk of the Board.

ARLINGTON, OREGON, April 25, 1892.

Hon. Board of Railroad Commissioners—

DEAR SIR: The U. P. Co. have refunded to me the overcharge on car of salt, referred to you lately. Thanking you for your efforts in my behalf, I remain yours,

JAMES W. SMITH.

WM. HIMELWRIGHT v. THE UNION PACIFIC RAILWAY.

The following correspondence was had on the subject of this claim, which was afterwards dismissed for want of jurisdiction:

LAGRANDE, OREGON, March 3, 1892.

Mr. A. N. Hamilton, Salem, Oregon —

DEAR SIR: On January 7, 1892, I had one iron-gray horse, 7 years old, branded "A" on left hip, valued at one hundred and twenty-five dollars, struck and pushed into a bridge on U. P. railroad, section 64, and injured so as to be of no value to me, for which I claimed \$100 damage, which D. E. Hall, division claim agent at Walla Walla, refused to pay, claiming that the horse ran into the bridge and was not struck by a train. That the horse was struck by a train I can prove by three eye-witnesses to the fact, namely, B. R. Baker and Mrs. Adley of LaGrande, F. Sandborn of Seattle, Wash.

If you can do anything in this case you will oblige

WM. HIMELWRIGHT.

OFFICE OF THE RAILROAD COMMISSION, SALEM, OREGON, March 10, 1891.

Mr. Wm. Himelwright, La Grande, Oregon —

DEAR SIR: Your letter of March 3, 1892, complaining of the Union Pacific Railway Company for injury to a horse has been received and considered by the Commission. Mr. E. McNeill, general superintendent U. P. Ry. Co., has been requested to indemnify you for your loss. I wish to say to you that should the Union Pacific Company refuse to comply with our request, that this Board has no jurisdiction over the matter to enforce payment, and your only course would be an action at law. The Board can only act in an advisory manner in damage cases of this kind. I will advise you of the answer of the U. P. Company.

Yours truly,

F. J. MILLER, Clerk of the Board.

OFFICE OF THE RAILROAD COMMISSION, SALEM, OREGON, March 10, 1891.

Mr. E. McNeill, Gen. Supt. U. P. Ry. Co., Portland, Oregon —

DEAR SIR: Mr. Wm. Himelwright of La Grande, Oregon, complaining of the Union Pacific Company by letter, claims that on January 7, 1892, on section 64, between La Grande and Oro Dell, one of your trains struck and injured one of his work horses so that the animal is permanently injured and no longer of any value to him. He says your claim agent, D. E. Hall, has refused to pay him anything, assigning as a reason that the animal was not struck by a train but ran into a bridge and got hurt. Mr. B. R. Baker and Mrs. Adley of La Grande and Mr. F. Sandborn of Seattle, Wash., saw the animal struck. Mr. Himelwright claims to be damaged \$100 by reason of the same. The Board has made some inquiry into the matter and believes it to be a deserving case, and therefore requests that you company indemnify Mr. Himelwright for his loss.

Yours truly,

F. J. MILLER, Clerk of the Board.

UNION PACIFIC SYSTEM, OFFICE OF THE GENERAL SUPERINTENDENT, PORTLAND, OREGON, March 11, 1892.

F. J. Miller, Clerk of R. R. Commission, Salem, Oregon —

DEAR SIR: I hereby acknowledge the receipt of your favor of March 10th in regard to claim of Mr. Wm. Himelwright, on account of stock injured at Oro Dell on January 7, 1892. I have referred this matter to our claim agent, Mr. Hall, and have asked him to furnish me with all information he has in regard to the case. On receipt of this information, I will be pleased to furnish you the facts in the case as reported to us.

Yours truly,

E. McNEILL.

UNION PACIFIC SYSTEM (PACIFIC DIVISION), OFFICE OF THE GENERAL SUPERINTENDENT, PORTLAND, OREGON, March 15, 1892.

Hon. Board of Railroad Commissioners—

DEAR SIRS: I have been advised by our claim agent, Mr. Hall, of the particulars covering the injuring of two horses belonging to Wm. Himelwright of La Grande, for which he makes claim of \$100, and which you wrote me about several days ago. It seems that the two horses took the track ahead of our No. 2 on January 7th, and after running quite a distance ahead of the train, went into a small bridge a few rods west of the switches in La Grande yard. The train, which had been slowed down as soon as the horses were noticed on the track, was stopped, and did not strike them. The horses were taken out of the bridge by the train crew, who reported that they did not show any injuries except a few scratches, and as soon as freed took to the meadows alongside the track. Inasmuch as the horses were running free within the city limits, and were not struck or injured in any way by the train, I cannot see how our company is in any way liable or responsible for their injuries, and we cannot entertain the claim.

Yours truly,

E. McNEILL.

OFFICE OF THE RAILROAD COMMISSION, SALEM, OREGON, April 4, 1891.

Mr. Wm. Himelwright, La Grande, Oregon —

DEAR SIR: In am directed to inform you that the Union Pacific Railway Company has made an answer to your complaint before this Board, in the matter of injuries to one of your horses, denying your allegations and refusing to make any compensation. They say in their answer "that the two horses took the track ahead of our No. 2 on January 7th, and after running quite a distance ahead of the train, went into a small bridge a few rods west of the switches in La Grande yard. * * * Inasmuch as the horses were running free within the city limits, and were not struck or injured in any way by the train, we cannot see how our company is in any way liable or responsible for their injuries, and we cannot entertain the claim." As indicated in my letter of March 10, 1892, this Board has no jurisdiction to enforce payment, and the case is ordered dismissed.

Yours truly,

F. J. MILLER, Clerk of the Board.

W. E. LOUGHMILLER v. SOUTHERN PACIFIC COMPANY.

Petitioner makes complaint for overcharge and shortage in grain shipments on defendant's lines, as follows:—

SILVERTON, OREGON, May 2, 1892.

Hon. Board of Railroad Commissioners—

GENTLEMEN: Enclosed please find papers in regard to twenty sacks oats short, shipped by us to Geo. Morrow & Co., San Francisco; also overcharge on two cars wheat. Which we submit to you for your consideration.

Yours truly,

W. E. LOUGHMILLER & CO.

SILVERTON, OREGON, May 2, 1892.

S. P. R. R., Dr.

To W. E. LOUGHMILLER & Co.

To 20 sacks oats short from cars 13378, 24, 13142, at 88 cents per sack ... \$17.60

SILVERTON, OREGON, May 2, 1892.

S. P. R. R., DR.

To W. E. Loughmiller & Co.

To overcharge on	620	\$24	80
To overcharge on		23	40
Less \$2.50 for	switching two cars	\$48 5	

\$43 20

We claim the overcharge on the grounds that there is an agreement between P. F. M. Co. & S. P. R. R. to furnish cars for all wheat going to mill before 90 days from date of receipt of cars; also the charge on these cars to

Oregon City and East Portland are the same and they have charged us double freight.

W. E. LOUGHMILLER & CO. SILVERTON, OREGON, June 9, 1892.

Hon. Board of Railroad Commissioners—

GENTLEMEN: Herewith I hand you duplicate shipping receipt for O. & C. car 620, and O. & C. car 320, as per our complaint against S. P. R. R. for overcharge of freight. The wheat in these cars was sold to the Portland Flour Mills Company to be stopped in transit for milling. You will notice on receipt No. 8 that there is car 638. This was stopped and unloaded. The agent of the mills told us that they can unload a car and send it away, and at any time within 90 days call for a car to take its place, which will be furnished on payment of the regular charge of 25 cents per ton.

On these facts we based our claim against the railroad for overcharge and

damage on the cars.

If there is any other information please advise us. Yours,

W. E. LOUGHMILLER & CO.

These letters were accompanied by various expense bills, receipts, etc., showing the matters alleged in the complaint. The defendant was notified of the complaint, and filed its answer on July 16, 1892, as follows:

SOUTHERN PACIFIC COMPANY, ATTORNEYS' OFFICE, PORTLAND, OREGON, July 16, 1892.

Hon. Board of Railroad Commissioners—

Comes now the Southern Pacific Company, and answering the complaint filed with the Board by W. E. Loughmiller & Company, for an alleged overcharge of \$43.20, and for an alleged shortage of \$17.60 for twenty sacks of oats, alleged to be short, and denies that the said Southern Pacific Company made any overcharge of \$43.20, or any sum whatever, or that there was any shortage in said oats shipped by the said W. E. Loughmiller & Company, or that it is liable in the sum of \$17.60, or any sum whatever, therefor. And further answering the complaint, says, that as to the said alleged overcharge, the facts are as follows, to-wit: On the 25th of January, 1892, said W. E. Loughmiller & Company received from the Southern Pacific Company a shipping receipt of that date, signed by Spager, conductor of one of the said company's trains, of the shipment of oats in question on car number 13378, car number 24, and car number 13142, consigned to George Morrow & Company, San Francisco, California, care steamer Wilmington, Southern Pacific dock, East Portland; that said shipping receipt so delivered by the said Southern Pacific Company was for said cars of oats, which had been loaded by the consignor, the said W. E. Loughmiller & Company, and which was received by the said Southern Pacific Company, through its said conductor, shipper's load and count, and said shipping receipt contained upon and in the same, as standing for the said words "Shipper's load and count," the letters "S. L. & C.," and contained, among other things, the following condition and agreement: "That property in carloads, shipped under carload rates, and loaded by shipper, is received and shipped only at shipper's count, and the company shall not be liable for quantity," which said condition was endorsed upon the back of said shipping receipt, and was a part of and accepted by the said W. E. Loughmiller & Company in the terms of said contract of shipment.

And the said Southern Pacific Company further shows that there was not in fact any shortage in either of said cars, but that on the 27th day of January, 1892, at East Portland, aforesaid, the said Southern Pacific Company delivered to the said steamer Wilmington, for the said Morrow & Company, and for the said W. E. Loughmiller & Company, all the sacks of oats consigned by said W. E. Loughmiller & Company, in the said cars above stated, and that the said car number 24 checked off to the said steamer Wilmington the number of sacks as billed, and that car number 13142 checked off five sacks short; that car number 13378 checked off fifteen sacks short, making for the said consignment

a total shortage of twenty sacks.

And the said Southern Pacific Company further answering shows that the said Morrow & Company only received from said W. E. Loughmiller & Company, shipped as aforesaid, six cars all told, numbered as follows: Car O. & C. 13048, checked as billed; O. & C. 24, checked as billed; O. & C. 844, checked five sacks short; O. & C. 13142, checked five sacks short; O. & C. 260, checked five sacks over; O. & C. 13378, checked fifteen sacks short; making a total shortage of the entire carloads of twenty sacks; that the said cars when received at East Portland were locked right and left, and had been billed as hereinbefore stated, shipper's load and count; that whatever shortage there is in the said consignment, or whatever shortage there was, was wholly the fault of the said W. E. Loughmiller & Company, in that they, the said W. E. Loughmiller & Company, did not, at the date of said shipment, deliver to the said Southern Pacific Company any more sacks of oats than as shown hereinbefore, and that whatever was by them delivered to the Southern Pacific Company, for shipment as aforesaid, was delivered by said company as directed and required in said shipping receipt hereinbefore referred to, and in accordance

with the said contract of shipment.

And the said Southern Pacific Company for a further and separate answer to the said complaint in reference to the said alleged overcharge, shows to the Commissioners as follows: That on the 17th day of October, 1891, the said W. E. Loughmiller & Company shipped from the East-side junction on the line of the Oregonian Railway Company, to Oregon City, consigned to the P. F. M. Co., Oregon City, Oregon, meaning thereby the Portland Flouring Mills Company, in carload lots, loaded as follows: O. & C. car 638, 192 sacks; O. & C. car 620, 188 sacks, 23,000 lbs. corrected 23,500 lbs.; (). & C. car 320, 196 sacks, 23,000 lbs. corrected 25,250 lbs., and received by the conductor of the freight train of the said Southern Pacific Company, loaded by the consignors, and received "shipper's load and count," at the usual and local rate from said Eastside junction to said Oregon City; that thereupon, and in due course, the said cars were tendered to the Portland Flouring Mills Company, at Oregon City, Oregon, the consignce, and two of said cars, were by them rejected, and refused to be received; that the said two cars remained upon the track unloaded beyond the time allowed as follows: Car O. & C. 620, two days' demurrage, \$6; car O. & C. 320, demurrage one day; that thereafter the said Southern Pacific Company applied to the said W. E. Loughmiller & Company, consignors, as to what disposition should be made of the said two cars so consigned and refused to be received by the said Portland Flouring Mills Company, consignee aforesaid; that thereupon the said W. E. Loughmiller & Company ordered the said two cars and the contents thereof to be delivered to Soden & Spicer, Portland, Oregon, and the said two cars were thereafter so delivered. and the said wheat so re-shipped from Oregon City to Portland aforesaid, at the usual customary rates, applying to all shippers from said points; that the reasonable and lawful charges of the said car 620 in carload lots from East-side junction to Oregon City was and is \$23, demurrage two days at Oregon City, \$6; that the reasonable and proper charge for the re-shipment of the said carload lot from Oregon City to East Portland was \$18.80, - total, \$47.80; that

the reasonable and lawful charge for the shipment of the said carload 320 from East-side station to Oregon City, Oregon, was and is \$23, demurrage, \$3; that the reasonable and lawful charge for the re-shipment of said car 320 from Oregon City to East Portland was \$20.40,—total, \$46.40; that the said wheat so shipped as aforesaid was consigned from Oregon City to Soden & Spicer, East Portland, on October 27, 1891, and the number of the waybill for said reshipment for car 620 was 1,050, and for car number 320 was waybill 1,051.

And the said Southern Pacific Company further shows to the said Commission and alleges the fact to be that the said Portland Flouring Mills Company and the said Southern Pacific Company have not now, nor have they at any time had any agreement whereby wheat could be shipped from any station to Oregon City, and then re-shipped to Portland without paying the local rate in full from Oregon City to Portland, but the said Southern Pacific Company says, and so alleges the truth to be, that the said Southern Pacific Company does allow and give to manufacturers of mill feed, flour, bran and shorts, the right to receive wheat paying the local rate from point of shipment to their said mills, and when the same is manufactured into flour, mill feed, bran, shorts, as aforesaid, the same, when so manufactured, may be re-shipped at carload lots at a rate less than the local rate for grain, but that if the said millers or any of them were to re-ship any wheat, they would have to pay and did pay the full local rates for such shipment.

And the said Southern Pacific Company shows and alleges that the said W. E. Loughmiller & Co. are seeking to have applied to the said re-shipment of wheat from Oregon City as aforesaid, to Portland, a rate which has never been applied or given to any person, firm or corporation whatsoever.

And the said Southern Pacific Company further shows and alleges the facts to be that if the said O. & C. car number 620 and the said O. & C. car number 320 had contained wheat which would have been acceptable to and accepted by the said Portland Flouring Mills Company, or any other person at said Oregon City, and by them or either of them or anyone manufactured into flour or millfeed, the said manufactured product, within a certain time, could have been re-shipped from said point of manufacture to Portland for the additional charge of 25 cents per ton, over and above the charge paid for said shipment from interior points to said point of manufacture.

And the said company shows, and so avers the fact to be, that the said privilege and concession to manufactured products has been by it extended to any and all persons bringing themselves within the rules and requirements of the said company in that respect, and that neither the said Portland Flouring Mills nor anyone engaged in the manufacture or shipment of flour or of wheat is authorized to or has been permitted to re-ship wheat at any other than the usual local and customary rate, charged to this complainant, W. E. Loughmiller & Company.

Wherefore, the said Southern Pacific Company respectfully asks the Commission to hear oral proof, if it shall so desire, upon these questions, and to make an order dismissing the complaint.

SOUTHERN PACIFIC COMPANY. BRONAUGH, McArthur, Fenton & Bronaugh, Attorneys for said Company.

STATE OF OREGON, COUNTY OF MULTNOMAH. \} ss.

I, R. Koehler, being first duly sworn, depose and say that I am the manager of the said defendant, the Southern Pacific Company, for its lines in Oregon; that I have carefully examined the shipping receipts, correspondence,

waybills, and other vouchers in connection with the said complaint, and shipments of wheat and oats, and that the foregoing answer is true.

R. KOEHLER. Subscribed and sworn to before me this 16th day of July, A. D. 1892.

Notary Public.

The following correspondence was read on the subject:—

OFFICE OF THE RAILROAD COMMISSION, SALEM, OREGON, August 2, 1892.

Mr. R. Koehler, Manager Southern Pacific Co., Portland, Oregon —

DEAR SIR: I am instructed to inform you that the matter of Loughmiller & Co. v. The S. P. Co., for alleged overcharge and shortage in grain shipments, will come on for hearing at this office on Monday, September 5, 1892, at 1 o'clock P. M.

Yours truly,

F. J. MILLER, Clerk of the Board.

OFFICE OF THE RAILROAD COMMISSION, SALEM, OREGON, August 2, 1891.

W. E. Loughmiller & Co., Silverton, Oregon —

GENTLEMEN: The S. P. Co. has filed its answer to your complaint, which, to state in consise language, makes the following issue: First—It denies that you put any more oats in the cars than it delivered; claims the oats were loaded and counted by you and the cars locked up and delivered to your consignee in the same condition; admits that the oats checked out 20 sacks short, but claims that it delivered all it received. Second—Alleges that cars 620 and 320 were shipped by you to the P. F. Mill Co. at Oregon City with other cars of wheat; and that the P. F. Mill Co. refused to receive them; and that, on request for further directions, you had the same re-billed to Soden & Spicer at Portland; denies that the wheat was stopped for milling or that it was ever discharged from the cars at Oregon City.

You will please reply to this and file an answer with this Board on or before the first Monday in September, and be present on that day at our office in Salem at the hour of 1 o'clock P. M. with any further evidence you may have

in this matter. By order of the Board. Yours truly,

F. J. MILLER, Clerk of the Board.

On September 5, 1892, the matter coming on to be heard, Mr. Loughmiller was sworn and testified in his own behalf; also Mr. S. A. Thrall, who was present to represent the defendant before the Board, was sworn on behalf of defendant. The Board on September 6, 1891, made the following finding:—

W. E. Loughmiller & Co. v. Southern Pacific Co.

The above matter coming on to be heard, on the testimony of W. E. Loughmiller, on the part of the petitioner, and various letters,

receipts, and statements submitted in evidence, and on the testimony of S. A. Thrall, on the part of the Southern Pacific Company, and papers submitted in evidence by said company, the Board being

fully advised, makes the following finding of fact:

First—That on January 26, 1892, petitioner delivered to the defendant, for shipment to Portland, 794 sacks of oats, loaded in cars numbered 13378, 24, and 13142, which said shipment was consigned to Geo. Morrow & Co., San Francisco, in care of the steamer Wilmington at East Portland.

Second — That the defendant on January 27, 1892, delivered 774 sacks of oats on said consignment to the steamer Wilmington at East Portland, and failed and refused to account to said W. E. Loughmiller & Co. for 20 sacks of oats of the value of \$17.60.

Third — That the Southern Pacific Company, by reason of its failure to deliver petitioner's goods which it received for transporta-

tion, is justly indebted to the said petitioner in the said sum.

Fourth—That on October 17, 1891, petitioner delivered to defendant at its East-side junction, on the Woodburn-Springfield brauch, in car number 638, 192 sacks of wheat weighing 23,500 lbs., also on the same date in car number 620, 188 sacks of wheat weighing 23,000 lbs., and consigned the same to the Portland Flouring Mills Co. at Oregon City; and that on October 19, 1891, petitioner delivered to defendant, at said station, in car number 320, 196 sacks of wheat weighing 25,250 lbs., which was also consigned to the said milling company at Oregon City.

Fifth — That said defendant transported the said wheat so consigned to Oregon City over its lines of railway, and thereby was entitled to receive the local rate for transporting the same from said station to Oregon City, which was in use and in force on its lines on

that date, and that petitioner paid the same.

Sixth—That the Portland Flouring Mills Co. refused to receive said wheat so consigned in cars Nos. 620 and 320, and that defendant asked petitioner to give further disposition, which was done by causing said property to be re-billed to Soden & Spencer at East Portland, Oregon.

Seventh—That car number 320 was delayed at Oregon City one day, and car 620 two days over the usual time for discharging, for which defendant charged petitioner nine dollars' demurrage, which

was paid by petitioner.

Eighth—That the defendant is entitled to collect and receive for transporting cars Nos. 620 and 320 from Oregon City to East Portland the usual rate in use and in force on its lines on that date, which petitioner paid.

Ninth—That defendant was not entitled to charge petitioner

any demurrage.

Tenth—That the defendant is justly indebted to petitioner in the full sum of \$26.60 for the loss of said oats, and for the improper charge of demurrage, which was paid by petitioner.

G. W. COLVIG,

Attest: F. J. MILLER, Clerk.

Chairman.

HENRY HEPPNER v. THE UNION PACIFIC CO.

This was a complaint for refusing petitioner side-track privileges at his warehouse in the town of Heppner. The following are the official papers and correspondence in relation to the matter:—

HEPPNER, OREGON, May 20, 1892.

Henry Heppner, Petitioner, v. The Union Pacific Railway Co., Respondent.

Hon. Board of Railroad Commissioners—

The petition of Henry Heppner, respectfully shows:

First—That he is a resident of the town of Heppner, in the county of Morrow, and the State of Oregon, and is now engaged in the business of buying and selling wool, grain and other produce, receiving and forwarding freight,

and doing a general warehouse business in the said town of Heppner.

Second—That the said town of Heppner is the terminus of the Heppner branch of the Union Pacific Railway Company, and that said town is the nearest point on any railroad for the shipment of the produce and receiving goods and merchandise for the greater portion of the county of Morrow and large portions of the counties of Grant, Gilliam, and Harney, and that during the year 1891 there were received from the said counties at the said town of Heppner 2,325,000 pounds of wool, more than 60,000 bushels of wheat for shipment over the said branch of said Union Pacific Railway Company.

Third—That all of the said 2,325,000 pounds of wool and 60,000 bushels of wheat, and all of the goods and merchandise were shipped and received through the warehouse of the Morrow County Land & Trust Company, a cor-

poration doing business in the said town of Heppner.

Fourth—That your petitioner, in order to carry on successfully his business, purchased grounds for a warehouse and necessary sidetracks, and erected thereon a large commodious fire-proof warehouse at an expense of more than six thousand dollars.

Fifth—That your petitioner's warehouse is situated a distance of 150 feet from the main line of the said Heppner Branch, and about 30 feet from the center of said main line, if the same be extended on the same tangent at the

terminus of the said branch of said railway company.

Sixth—That upon the completion of the said warehouse, your petitioner requested the said Union Pacific Railway Company to construct a sidetrack to said warehouse, at the same time your petitioner offered and agreed to furnish all the necessary rights of way, material, and labor in the construction of the sidetrack, and that the said railway company refused to construct the said sidetrack, and still refuses to construct the same; and your petitioner is still

willing and will agree to furnish the said ground, right of way, material and labor for the sidetack if the said railway company will construct or permit the

same to be constructed.

Seventh—That it is necessary for the convenience and accommodation of the public, in the transportation of freight, and in having competition in the buying and selling of wool, grain, and other produce, in receiving and forwarding goods and merchandise, and in the warehouse business generally, and in the mode of operating the said branch of the said railway company, and in conducting its business, that the said sidetrack be constructed.

Wherefore your petitioner prays: (1) That this honorable Board of Railroad Commissioners proceed to hear and determine the matters speedily, herein alleged, in such manner as to do justice in the premises; (2) that if the said matters herein alleged are found to be true, (3) that the said Union Pacific Railway Company be required to construct the said sidetrack forthwith, or

show cause why the same should not be constructed.

And your petitioner will ever pray.

HENRY HEPPNER,
Petitioner.
FRANK KELLOGG,
Attorney for Petitioner.

STATE OF OREGON, COUNTY OF MORROW: \} ss.

I, Henry Heppner, being first duly sworn, depose and say that I am the petitioner in the foregoing petition, and that the matters therein alleged are true as I verily believe.

HENRY HEPPNER.

Sworn and subscribed to before me this 20th day of May, A. D. 1892.

[SEAL.]

FRANK KELLOGG, Notary Public for Oregon.

OFFICE OF THE RAILROAD COMMISSION, SALEM, OREGON, June 8, 1892.

Mr. E. McNeill, Gen. Supt. U. P. R. R. Co., Portland, Orcgon-

DEAR SIR: I hand you herewith the complaint of Henry Heppner of Heppner, Oregon, complaining of the Union Pacific Railway Company, and charging lack of sidetrack facilities to his warehouse, and the refusal of your company to construct the same. As Mr. Heppner agrees to furnish the right of way and all material and labor necessary for the construction of said sidetrack, and as his warehouse is within 150 feet of your main line, this Board respectfully requests that your company furnish the proper trackage facilities without further delay.

You are hereby requested to file an answer to the within complaint on or

before June 20, 1892. By order of the Board.

Yours truly,

F. J. MILLER, Clerk of the Board.

UNION PACIFIC RAILWAY COMPANY, ATTORNEY'S OFFICE, PORTLAND, OREGON, 1892.

Hon. Board of Railroad Commissioners—

GENTLEMEN: The Oregon Short Line & Utah Northern Railroad Company, part of the Union Pacific System of railways, comprised in part by the Union Pacific Railway Company and others to whom has been referred the

petition of Henry Heppner, as above entitled, together with a letter of the clerk of the said Board, of June 8, 1892, in regard thereto, respectfully shows to the Board that the sidetrack to the warehouse of the petitioner, and in the petition referred to, is under process of construction, and is to be and will be completed as rapidly as the same can be completed; and this respondent, answering the petition, says that further or other order of the honorable Board of Railroad Commissioners in relation thereto, other than that of June 8, 1892, certified by the clerk of the Board, is unnecessary, for that this respondent will complete the sidetrack in accordance with the said petition, and as above stated the same is now under process of construction.

Wherefore, this company, answering the petition, respectfully submits that this be received as an answer thereto, and prays whether or not further or other order is necessary, or whether or not further or other answer thereto is

necessary.

W. W. COTTON, ZERA SNOW,

Attorneys for Oregon Short Line & Utah Northern.

HEPPNER, OREGON, June 20, 1892.

Hon. Board of Railroad Commissioners—

Gentlemen: In the matter of the complaint of *Henry Heppner* v. *U. P. Ry.*, filed on the 1st inst., I take great pleasure in informing you that the rail-way company has constructed the sidetrack prayed for in the complaint, and therefore ask that the same be dismissed. My client desires me to express his sincere thanks for your promptness in the matter and obtaining the relief prayed for.

Very respectfully,

FRANK KELLOGG.

H. D. YETT v. THE SOUTHERN PACIFIC CO.

Petitioner alleged that he had been overcharged in the matter of a shipment of lambs from Yoncalla to East Portland on June the 8th, and that the company had refused to make reparation. The following correspondence will show what was done in the matter:—

YONCALLA, OREGON, June 17, 1892.

Hon. Board of Railroad Commissioners —

GENTLEMEN: I send you a letter which you will understand that S. P. R. Co. has charged double first-class rates on a shipment of lambs, and say they will refund half of it some time. I want it looked into to know why they have made the charge, when it is well known that I am a regular shipper over their line. Such a state of affairs is outrageous.

Please let me hear from you in regard to the matter.

Respectfully yours,

H. D. YETT.

PORTLAND, OREGON, June 15, 1892.

H. D. Yett, Yoncalla, Oregon —

DEAR SIR: Immediately on receipt of yours dated June 14th, we called on the parties to whom we sold the lambs and showed them your letter. Their reply was, they did not believe the lambs ever weighed 1,268 pounds, as they

could not have lost over 5 pounds each, unless you had them up all day before shipping. You know the train should have been here in the morning; it did not arrive until some time in the night, it being over 12 hours late. They were not weighed until the next day, which would make, provided you had them up expecting the train to be on time, about 48 hours. In that case they would lose from 8 to 10 pounds each. The parties to whom we sold brought up two men that say they will make affidavits that when the lambs were weighed, and the weight called out, they expressed surprise at their weighing just 1,000 pounds, and were called to the scales to see for themselves, which they did.

Inclosed we hand you statement of the parties to whom we sold the lambs. We have done everything possible for us to do; do not think could make out a case against them as they seem fortified with an abundance of proof. We are very sorry the consignment had not been something we could weigh ourselves. The weight is not the only trouble we have had. The railroad company charged double rates, which we had to pay with the promise that half the money should be refunded sometime. You know what that means—six months or a year.

Yours truly,

J. C. DOLAN & CO.

OFFICE OF THE RAILROAD COMMISSION, SALEM, OREGON, June 29, 1892.

Mr. R. Koehler, Manager S. P. Co., Portland, Oregon—

DEAR SIR: Herewith enclosed please find a complaint from Mr. H. D. Yett of Yoncalla complaining against the Southern Pacific Company for an overcharge on a shipment of lambs from Yoncalla to Portland, together with a communication from J. C. Dolan & Co., commission merchants of Portland, on the same subject. Kindly file your answer to this complaint on or before July 5, 1892, the next regular meeting of the Board, so that the Commissioners may act upon the same at that time.

Yours truly,

FRANK J. MILLER, Clerk of the Board.

SOUTHERN PACIFIC COMPANY, MANAGER'S OFFICE, LINES IN OREGON, PORTLAND, OREGON, July 1, 1892.

To the Honorable Railroad Commissioners, Salem, Oregon-

Gentlemen: In answer to communication of June 29th, of the clerk of your Board, advising me of the complaint of H. D. Yett of Yoncalla, I beg to say: While this complaint is so indefinite that we cannot with absolute certainty say to what particular transaction it refers, we have every reason to believe that it refers to a shipment from Yoncalla to East Portland June 8th. It appears that a few crates of lambs have been shipped without the consignor executing stock contract; and in the absence of such a contract the double first-class rate applied. Reclamation for overcharge was made, and the matter has been examined into with all reasonable dispatch. Owing to the fact that our agent at Yoncalla may probably have omitted to call the attention of the shipper to the desirability of executing a stock contract, and thus insure lower rates, the matter had been adjusted before arrival of your communication. Mr. Yett has been shipping like freight over our road for a considerable length of time, and was aware of the fact that in order to obtain the benefit of the lower rate, shipment had to be made under stock contract.

Permit me to take exception to the statement in the letter of Mr. J. C.

Dolan & Co. It is our aim and practice to adjust any differences between our customers and the company as speedily as this can be done. Respectfully yours,

R. KOEHLER, Manager.

The Board was informed that the matter had been settled to the satisfaction of Mr. Yett.

E. J. THURMAN v. THE SOUTHERN PACIFIC COMPANY.

On June 6, 1892, Mr. E. J. Thurman complained of defendant for not supplying a cattle-guard on the line of the Oregonian Rail-The subjoined correspondence shows that the matter was brought to a successful ending to both parties:—

SILVERTON, OREGON, June 6, 1892.

Hon. Board of Railroad Commissioners—

GENTLEMEN: I wish to notify you of the fact that there is wanted to be built a cattle-guard on the Woodburn-Springfield road near Silverton. One was built there when the road was first constructed, but for some cause was removed. For the protection of our crops it is needed soon on the line between me and Mary Davis, one mile south of Silverton. I have been for two months trying to get them to do something, but they don't respond. Now see to this matter soon, and oblige Yours.

E. J. THURMAN.

OFFICE OF THE RAILROAD COMMISSION, \ SALEM, OREGON, June 8, 1892.

Mr. R. Koehler, Manager S. P. R. R. Co., Portland, Oregon —

DEAR SIR: This Board is in receipt of a complaint, dated June 6, 1892, from E. J. Thurman of Silverton, Oregon, complaining of the Oregonian Rail-road Company, alleging the abandonment and removal of a cattle-guard, originally laid in the line at the point of intersection where the line crosses from the land of Mary Davis to Thurman's land, near Silverton. Please have the matter looked up and report to this office what if anything will be done about it. Yours truly,

> F. J. MILLER, Clerk of the Board.

SOUTHERN PACIFIC COMPANY,) Manager's Office, Lines in Oregon, PORTLAND, OREGON, June 17, 1892.

Hon. Board of Railroad Commissioners—

GENTLEMEN: In answer to your favor of June 8th, in reference to complaint of Mr. E. J. Thurman, I beg to say the following: The enclosed sketch shows the land of Mr. Thurman traversed by the railroad line. We have a sixty-foot right of way, thirty feet on each side of the center. There was no cattle-guard at the point in question when we became the owners of the road. There is nothing shown in the deed requiring the company to put in a cattle-

guard. You will please notice that the triangular piece cut off is very small in area. A cattle-guard is always a dangerous place, and they ought to be avoided where possible. We have offered to Mr. Thurman to pay him a reasonable sum for the small triangular piece cut off. It contains .385 acres, and I hereby offer to pay therefor \$15, which is at the rate of about \$40 per acre. Yours truly,

Map enclosed.

R. KOEHLER, Manager.

OFFICE OF THE RAILROAD COMMISSION, SALEM, OREGON, June 29, 1892.

Mr. E. J. Thurman, Silverton, Oregon —

DEAR SIR: As you were informed on the 8th inst., your complaint of the removal of a cattle-guard on the line of the Woodburn-Springfield branch of the S. P. Co. on the line between the land of Mary Davis and yourself, was referred to Manager Koehler, of the S. P. Co. I enclose you herewith a copy of Mr. Koehler's answer. As the land involved in this controversy is of small value, we would advise that the matter be compromised. Kindly advise the Board of your conclusion in the premises.

Yours truly,

F. J. MILLER, Clerk of the Board.

SILVERTON, OREGON, June 30, 1892.

Hon. Board of Railroad Commissioners—

Gentlemen: Your favor of June 29th is at hand, and in reply will say the company is right in one respect—there was no cattle-guard there when they bought the road, and the reason why the deed of right of way from me does not demand a cattle-guard is this: I never was spoken to by any one in reference to putting a railroad across my land when the road was completed. My fence is not very good where it stands, and I do not want to repair it on the right of way, and my crop is already bothered with stock. I cannot live by buying land and selling for less than cost. They say cattle-guards are dangerous. I know that to be the case; and what I offer my land for, \$25, is less than what they can build and keep up cattle-guards for.

Yours respectfully,

E. J. THURMAN.

SILVERTON, OREGON, August 2, 1892.

Hon. Board of Railroad Commissioners—

GENTLEMEN: My last to you of some time ago being without reply, I will further say right now—and you may notify Koehler if you wish—that is this: The time will be out the 15th of this month for taking the proposed price for my land, \$25, for the tract. My attorney tells me the law will make the company build a cattle-guard, and that will be settled after the 15th.

Yours respectfully,

E. J. THURMAN.

P. S.—You, as Commissioners, must have some power over the company; and we will look to you for protection in this matter. In yours to me was some advice; it might be good, but I have my advice paid for, and I can't take yours. E. J. T.

OFFICE OF THE RAILROAD COMMISSION, SALEM, OREGON, August 2, 1892.

Mr. E. J. Thurman, Silverton, Oregon —

DEAR SIR: Referring to your complaint against the S. P. Co. for not putting a cattle-guard at a point where the right of way of said company cuts the dividing line between your line and that of Mary Davis; this Board has looked over the records of deeds for Marion county on the subject, and find that there is no provision in any of said deeds of right of way to the Oregonian Company establishing or promising any cattle-guard at said point. There is no law that we know of which will compel the company to construct one. It costs about \$20 to build a cattle-guard. You ask \$25 for the small piece of land cut off, and Mr. Koehler has tendered you \$15. We would recommend that you meet Mr. Koehler on a \$20 consideration and thus settle the matter. Please answer.

Yours truly,

F. J. MILLER, Clerk of the Board.

OFFICE OF THE RAILROAD COMMISSION, SALEM, OREGON, August 2, 1892.

Mr. R. Koehler, Manager S. P. R. R. Co., Portland, Oregon —

DEAR SIR: We have endeavored to settle the cattle-guard controversy between your company and Mr. E. J. Thurman, by recommending that you meet on a \$20 consideration to be paid by the company for the small fraction of land involved. Mr. Thurman informs the Board that he sold the land and then re-purchased it at a cost of \$50 per acre. As it will cost about \$20 to construct a cattle-guard we would advise that you settle the matter as above. Please answer if this will be acceptable.

Yours truly,

F. J. MILLER, Clerk of the Board.

SILVERTON, OREGON, August 8, 1892.

Hon. Board of Railroad Commissioners —

GENTLEMEN: Your recommendation of August 2d is at hand, and in reply will say I will accept the \$20 proposition made by you in settling with the railroad company only to save further trouble.

Yours truly,

E. J. THURMAN.

Let me know soon.

SOUTHERN PACIFIC COMPANY, MANAGER'S OFFICE, LINES IN OREGON, PORTLAND, OREGON, August 4, 1892.

Mr. F. J. Miller, Clerk Railroad Commission, Salem, Oregon —

DEAR SIR: In answer to your communication of August 2d, I beg to say that, in accordance with your suggestion, we are willing to make the concession, and will pay to Mr. Thurman \$20 for a deed to the land in question. I suppose I shall be notified through you whether Mr. Thurman accepts.

Yours truly,

R. KOEHLER, Manager.

OFFICE OF THE RAILROAD COMMISSION, SALEM, OREGON, August 26, 1892.

Mr. E. J. Thurman, Silverton, Oregon —

DEAR SIR: Your favor of the 8th current, in which you express your willingness to accept \$20 in settlement of the matter in controversy between yourself and the Southern Pacific Company, is at hand. Absence from the city has prevented an earlier reply. The Board has received a letter from Mr. R. Koehler, manager Southern Pacific Company, in which he agrees to pay you \$20 for the land. We will advise him of your acceptance, and you will doubtless receive the money in a short time.

Yours truly,

F. J. MILLER, Clerk of the Board.

OFFICE OF THE RAILROAD COMMISSION, SALEM, OREGON, August 26, 1892.

Mr. R. Koehler, Manager S. P. R. R. Co., Portland, Oregon —

DEAR SIR: Referring to your favor of the 4th inst., in which you agree to pay E. J. Thurman \$20 for a small fraction of land, thereby obviating the necessity for a cattle-guard, Mr. Thurman has notified this Board of his willingness to accept the same. We have notified him of your agreement to settle on the above basis, and that the papers will be sent him for making a proper deed, accompanied by the money.

Yours truly,

F. J. MILLER, Clerk of the Board.

IN RE E. J. HOFER v. THE SOUTHERN PACIFIC COMPANY.

Mr. E. J. Hoefer of the Capital Journal submitted an expense bill he had paid, in which was an item "State bill," which he wished explained. The expense bill and Mr. Koehler's answer will sufficiently explain the charge:—

SOUTHERN PACIFIC COMPANY, MANAGER'S OFFICE, LINES IN OREGON, PORTLAND, OREGON, September 8, 1891.

Hon. G. W. Colvig, Chairman Railroad Commission -

One enclosure.

DEAR SIR: In answer to your favor of September 7th, and returning herewith papers attached thereto, I beg to say that all wharves in San Francisco are owned by the State of California, which levies a toll on all goods going over the same, the railroad company using the State wharves.

Respectfully yours,

R. KOEHLER, Manager. LOCATION Galemi.

No. 55118 EXPENSE BILL.	Pro. No.
Date W. B., August 22 W. B. No. 3678	678 Car No. 442.
M	August 26, 1891.
Cap. Janimal To SOUTHER	UTHERN PACIFIC COMPANY. Dr.
Lan Francisco	CONSIGNOR American Fress Ass'n.
	WEIGHT. RATE. AMOUNT.
1 Box Plates	100. 130.
	Advances State Toll - Total - 5
REC'D PAYMENT FOR THE COMPANY.	Storage
No damages will be allowed after the Goods! W. Off. Theinnel, Agent. leave this Depot, unless by consent.	Úndercharge

IN RE THE "STATE UNIVERSITY RATE."

The act of 1891 makes it the duty of the Board to examine all schedules of charges, and among other requirements it is charged with the duty of seeing whether any discrimination is made in favor of the people of one locality or against the people of a locality. In the examination of passenger tariffs in use on the lines of the Southern Pacific Company, it was found that special rates Nos. 1 and 2, granted to the students, teachers, and faculty of the State University at Eugene, permitted those persons to travel over the lines of the company at reduced rates. No valid reason was apparent for such concession in favor of the State University as against all other State institutions of learning. The following correspondence will show what action was had in the matter:—

OFFICE OF THE RAILROAD COMMISSION, SALEM, OREGON, July 16, 1891.

Mr. R. Koehler, Manager S. P. Co., Portland, Oregon —

DEAR SIR: It appears from an examination of your passenger tariffs, that under your special tariffs Nos. 1 and 2 you allow one-third off the regular rate to or from Eugene to and from all points on your main line in Oregon, account of the State University, to teachers, students, and faculty. Is not this a discrimination against the State Agricultural College at Corvallis, and the State Normal School at Monmouth? Each of the institutions named is a State institution, and it would seem that each ought to have the same rights in regard to transportation. Please inform the Board if you have any reasons for not extending the rate to all alike.

Yours, etc.,

(†. W COLVIG, Chairman.

SOUTHERN PACIFIC COMPANY, MANAGER'S OFFICE, LINES IN OREGON, PORTLAND, OREGON, July 21, 1891.

Hon. G. W. Colvig, Chairman Railroad Commission-

DEAR SIR: In answer to your communication of July 16th, regarding reduced rates to students and teachers of the State University, as provided by special tariffs Nos. 1 and 2, I beg to say that when these rates were made, a number of years ago, I was under the impression that the Corvallis College was no State institution. I now see that I was mistaken, and that the Monmouth Normal School was likewise made a State institution by act of the legislature of 1891. I have, therefore, to admit that discrimination exists and that this should be remedied. Being desirous to assist in promoting the growth of these institutions, and believing that this might be done by permitting reduced fare to the students for their vacation trips, and going to and from the institutions, I beg to say that we would be willing to modify the special rates so as to make them applicable to the students of all of the three State institutions; provided, however, that your honorable board should concur in the view that in allowing this privilege to students of these three institutions and not to others, be they State, municipal, or private institutions or of other character, or in our not extending it to teachers, no discrimination is practiced.

If you agree with this, we will get up another schedule for approval. Should, however, this modification not meet your views, we shall be compelled to revoke the reduced rates now in force.

Respectfully yours,

R. KOEHLER, Manager.

OFFICE OF THE RAILROAD COMMISSION, SALEM, OREGON, July 22, 1891.

Hon. Geo. E. Chamberlain, Attorney-General, Salem, Oregon —

DEAR SIR: In the matter of certain reduced rates to students of the State University, Mr. Koehler concedes that our point was well taken, that such reduction was a discrimination against the Agricultural College and the State Normal School at Monmouth, and expressed himself as willing to extend the rate to the two last-named colleges, provided it would not be a discrimination against other private or chartered schools of the State. He leaves it to the Board to say whether it would be a discrimination. If so, he will cancel the University rate. Please give your opinion whether this would be unlawful discrimination.

G. W. COLVIG, Chairman.

OFFICE OF ATTORNEY-GENERAL, SALEM, OREGON, July 22, 1891.

Hon. G. W. Colvig, Chairman Railroad Commission, Salem, Oregon —

DEAR SIR: I am in receipt of your favor of this date, asking my opinion as to whether it would be an unlawful discrimination for a railroad company in this State to grant certain reduced rates to the students of the University at Eugene, the Normal School at Monmouth, and the Agricultural College at Corvallis, and to withhold the same special rating from other universities and schools within the State. I am of the opinion, that however desirable it might be to procure special rates for the benefit of the students of the schools named, the course suggested would be an unwarrantable discrimination against the many institutions of learning in the State, whether private or otherwise, which are so unfortunate as to be deprived of State aid through no fault of theirs. The statute provides "that it shall be unlawful * * * to charge or receive from any person or persons any greater or less rate * * * than is * * * charged to or received from any other person or persons for like or contemporaneous services," etc.

I think the discrimination suggested would come within the strict letter

of the law, and is prohibited by it. Yours respectfully,

GEO. E. CHAMBERLAIN, Attorney-General.

OFFICE OF THE RAILROAD COMMISSION, SALEM, OREGON, July 23, 1891.

Mr. R. Koehler, Manager S. P. Co., Portland, Oregon —

DEAR SIR: In answer to yours of July 21st, concerning the special rate to the State University at Eugene, after having the opinion of the Attorney-General as to whether or not such a rate to all State schools would be a discrimination against other private and public colleges and academies, the Board has to say, that such special rates would be unlawful discrimination; but should you extend the rate to all academies, colleges, and universities in

the State, the same would be lawful. Believing that such a rate would not seriously affect the revenues of your road, and that the same would help out many young people who are struggling for an education, we therefore recommend that you make a similar rate to students only, going to and returning from every chartered institution of learning in the State of Oregon, when such travel is on your lines. The enclosed list, taken from the report of the Superintendent of Public Instruction, should embrace all the schools entitled to such rate.

G. W. COLVIG, Chairman.

TABLE I.—LIST OF COLLEGES, ACADEMIES, ETC., IN OREGON.

Note.—The list given below presents the names and location of all the chartered institutions of learning in this State, including the universities, colleges, seminaries, academies, and private schools. Several of these schools have been closed during the past two years, and hence no information respecting the same has been secured for this report.

Name.	Town.	County.		
Academy of the Sacred Heart	Salem	Marion.		
Academy of the Holy Names	East Portland	Multnomah		
Albany Collegiate Institute	_ Albany	Linn.		
Albany Collegiate Institute Ascension Seminary Bethel Academy	Cove	Union.		
Bethel Academy	Bethel Bethel	Polk.		
Rishon Scott Grammar School	Portiand	Millinomah		
Blue Mountain University Columbia Business College	_ La Grande	Union.		
Columbia Business College	Portland Portland	Multnomah.		
Drain Academy	Drain	Douglas.		
Friends' Pacific Academy	Newberg	Yamhill.		
Grace Church Parish School	. Astoria	Clatsop.		
Independent German School	. Portland	Multnomah		
Jefferson InstituteLa Creole Academy	Jefferson	Marion.		
La Creole Academy	Dallas	Polk.		
Leighton Academy	_ Cove	l Union.		
		i lard.		
McMinnville College	McMinnville	Yamhill.		
MIT ANDOLICOLOUP	' MII. A (1974)	Marion		
Philamath Callege	I Philamath	Ranton		
Portland Business College	- Portiand	: Multhoman.		
Sanuam Academy	. Ledanon	' Linn.		
St Michael's College	. Portiend	Multnomah		
St. Mary's Academy	. Portiand	Multhomah.		
Sacred Heart School	. FOILIANG	i Millinoman		
St. Joseph's School	- Portland	Multnomah		
St. Mary's Academy	.: The Dalles	l Wasco.		
St. Mary's Academy	. Jacksonville	l Jackson.		
St. Paul's Academy	. 50. Paul	Marion.		
St. Scholastica's Academy	. Gervais	Marion		
St. John's Academy	: Oregon City	Clackamas.		
St. Joseph's Academy	. Penaleton	Umatilla.		
State Agricultural College	Corvallis	Benton.		
State University	Eugene City	Lane.		
State Normal School	.; Monmouth	Polk.		
State Normal School	Ashland	Jackson.		
State Normal School	- Lirain	Donglas		
State Normal School Umpqua Academy	. Weston	l'matilla.		
Umpqua Academy	. Wilbur	Douglas.		
Verboots School	. Cornelius	Washington.		
Willamette University	Salem	Marion.		
Wasco Independent Academy	The Dalles	Wasco.		

SOUTHERN PACIFIC COMPANY, MANAGER'S OFFICE, LINES IN OREGON, PORTLAND OREGON, July 24, 1891.

Hon. G. W. Colvig, Chairman Railroad Commission—

DEAR SIR: I beg to acknowlege receipt of your favor of July 23d by which you advise me that the Attorney-General has given you an opinion that it would be discrimination against other private and public colleges to issue reduced rates to the three colleges named only. The appended list of colleges, academies, etc., in Oregon being chartered institutions, contains such a great number of schools at various places that it will be impossible for us, so it seems to me, to introduce a system of reduced rates applicable to all, surrounding such a measure with the necessary check and rules for supervision, and I feel, therefore, compelled to discontinue our former practice. I will, however, communicate with the general management on the subject.

Respectfully yours,

R. KOEHLER, Manager.

IN RE WALKERS STATION ON S. P. CO'S LINE.

OFFICE OF THE RAILROAD COMMISSION, SALEM, OREGON, March 10, 1892.

Mr. R. Koehler, Manager S. P. R. R. Co., Portland, Oregon—

DEAR SIR: Mr. Francis Smith of Walkers station, complains to the Board that there is no platform or depot at that point, and claims the people who do business there are entitled to some facilities. Please furnish the Board with a statement of the volume of business done at that station and the probable cost of erecting a platform or other station facilities at that place.

Respectfully yours,

F. J. MILLER, Clerk of the Board.

WALKER, OREGON, February 28, 1892.

Hon. Board of Railroad Commisioners—

GENTLEMEN: I wish to call your attention to the fact that we have no depot or platform at this place; that we have asked the railroad company to put in some accommodations for handling freight and for the convenience of passenengers, and they have neglected to do so. This is a station on the S. P. R. R.

We wish to ask your honorable body to take some action in this matter. Very respectfully,

FRANCIS SMITH.

SOUTHERN PACIFIC COMPANY, Manager's Office, Lines in Oregon, Portland, Oregon, March 18, 1892.

Honorable Board of Railroad Commissioners—

GENTLEMEN: In compliance with request contained in communication of your clerk of March 10th, I beg to hand you herewith a letter just received from our general auditor, on the subject of the business at Walkers station. Please note therefrom that there were 40 tons of wheat shipped, which no

doubt came from Mr. Walker's warehouse; that the shipments of freight received at that point consisted of telegraph poles, which were for the use of the Western Union Telegraph Company in rebuilding its line, and of 8 tons of merchandise; that during the entire year 276 passengers boarded the trains at Walker station, or an average of 23 passengers per month, which is less than one passenger per day; and that they traveled for short distances, as shown by the average receipt per passenger being less than one dollar. Walkers station is merely a flag station. It was made so because of the warehouse located at that point, and we believe that the present facilities offered are in keeping with the returns, and that no demand exists for any additional facilities. Mr. Smith, I understand, has parceled off some of his ground, a little store has started, and there seems to be now a strife as to where the train should stop—whether at the old point, to wit, the location of the warehouse, or at the crossing of the county road, where the store is located. I estimate the cost of a passenger platform at \$40, the cost of a freight platform at \$50.

Respectfully yours,

R. KOEHLER, Manager.

Enclosure.

SOUTHERN PACIFIC COMPANY, OFFICE OF THE GENERAL AUDITOR, SAN FRANCISCO, March 16, 1892.

Mr. R. Koehler, Manager S. P. Co., Portland, Oregon —

DEAR SIR: In compliance with your request of the 12th inst., to furnish you with statement for one year showing the business at Walkers station, I have to submit the following: Freight forwarded from that point during the year 1891, 40 tons, freight charges, \$132; freight received at that point during the year 1891, 94 tons, freight charges, \$64.80. The freight forwarded consisted of wheat in carload lots; freight received consisted of 86 tons of telegraph poles in carload lots, and 8 tons of merchandise in less than carload lots. The passenger business from Walkers station during the year 1891, as shown by conductor's cash fare collections, is as follows: 276 passengers; fares collected from same, \$215.66. Total freight and passenger business for the year 1891 at Walkers station, \$412.46.

Yours truly,

E. C. WRIGHT, General Auditor.

IN RE A DEPOT BUILDING AT TOLEDO, ON THE O. P. R. R.

On January 7, 1891, the former Board of Commissioners made a finding in relation to the matter of depot and station facilities at Toledo, which resulted in a recommendation that the company construct a suitable building at that station. Mr. William Hoag, the manager of said company, filed with the Board a statement of business transacted at that station during the year 1890, and stated that some questions touching the site for the depot were in litigation, and that the company preferred to wait until the court passed on the same before commencing the structure, as will be shown by the accompanying statement and letter:—

OFFICE OF THE RAILROAD COMMISSION, SALEM, ORE.ION, May 7, 1891.

Mr. Wm. Hoag, General Manager O. P. R. R. Co., Corvallis, Oregon—

DEAR SIR: Will you kindly cause a statement to be made to this Board of the freight and passenger business originating and collected at Toledo, on the line of your road, during the year 1890? Please advise the commission what action, if any, has been taken by your company for the erection of proper station buildings at Toledo, and the cause of the delay in construction. Yours truly,

F. J. MILLER, Clerk of the Board.

OREGON PACIFIC RAILROAD COMPANY, GENERAL MANAGER'S OFFICE, CORVALLIS, OREGON, May 12, 1891.

Hon. Board of Railroad Commissioners—

GENTLEMEN: 'Referring to the letter from your clerk, Mr. F. J. Miller, of the 7th inst., requesting me to cause a statement to be made to your Board of the freight and passenger business originating and collected at Toledo on the line of this road, you did not specify the time over which such statement should extend; but, having assumed that a return for the year 1890 would meet your wishes, I have given instructions to have that statement made, and it will be

sent to you as soon as possible.

I believe you were advised that several property holders at Toledo had trespassed on the right of way of the company there, and had placed buildings in such close proximity to the track as to prevent the carrying out of the company's plans for the station building, because standing across the line of the switch track of the proposed station. Legal proceedings have been taken by the company to determine the right of the question, and will probably be brought to a hearing in the circuit court at the special term in June. Since the company acquired the land for this special purpose and went to a considerable expense in grading and leveling the site, the company prefers to wait the necessary time for the circuit court to decide the legal question involved before finally locating the proposed depot.

Yours respectfully,

WM. M. HOAG, Manager.

OREGON PACIFIC RAILROAD COMPANY, GENERAL MANAGER'S OFFICE, CORVALLIS, OREGON, May 15, 1891.

Hon. Board of Railroad Commissioners—

GENTLEMEN: In further reply to the letter from the clerk of your Board, dated May 7th, requesting me to cause to be made to the Board a statement of the freight and passenger business originating and collected at Toledo, on the line of this road, I beg to enclose the statement in question, duly certified by Mr. C. C. Hogue, auditor.

Very respectfully,

WM. M. HOAG, Manager.

STATEMENT OF BUSINESS TO AND FROM TOLEDO

During the year 1890.

	To T	To Toledo —				From Toledo —				
Month.	Passenger.	F	Freight.		Parsenger.		·Freight.			
January February March April May June July August September October November December	62 40 93 99 215 08 179 18 160 89 115 62 96 95 95 90 177 24 144 21	\$	91 31 78 14 113 11 141 14 195 17 91 36 179 85 167 76 251 47 183 14 138 56 120 11		1 1 1	43 67 67 03 100 55 141 65 160 73 124 13 113 51 89 03 111 92 48 55 151 15 129 40	\$	20 10 6 2 2 27 137	40 26 65 65 60 75 13 52 74	
Total	\$ 1,561 83	. \$ 1	1,746 12	1 8	3 1, 2	281 32	\$	248		
Total to Toledo							\$	3, 307 1, 529		
Total for the yearLess one half for general average		· ·					\$	4,836 2,418	80 40	
Average net business					 -		*	2, 118	40	

C. C. HOGUE, Auditor.

Nothing further was done concerning the matter until October, 1891, when the following petition was received:—

Toledo, Oregon, October 30, 1891.

Hon. Board of Railroad Commissioners—

Gentlemen: We wish to call your attention to the fact that your order of January 7, 1891, directed to the Willamette Valley Railway, regarding depot buildings at Toledo, has been wholly neglected by said company, and that at the present time our freight is left in the weather and mud, and our business has gained in volume nearly one-fourth during the past year, and there is over 1,800 tons of freight received and shipped from this point annually. If it is within the power of the Board to cause the company to erect such buildings as would protect property from the weather, you would be doing a great favor to the public.

By request of citizens. Very respectfully,

B. F. JONES.

OFFICE OF THE RAILROAD COMMISSION, SALEM, OREGON, November 3, 1891.

Mr. B. F. Jones, Toledo, Oregon —

DEAR SIR: Your favor of the 30th to the Board is received and contents noted. We have had considerable correspondence with the manager of the

Oregon Pacific Railroad regarding the necessity of a depot at Toledo. Under date of May 12, 1891, Mr. William Hoag writes that several property holders at Toledo were trespassing on the right of way of the company at that place by placing buildings in such close proximity to the track as to prevent the carrying out of the company's plans for the erection of station buildings; said buildings standing across the line of the switchtrack of the proposed station. He also says legal proceedings have been commenced to determine the right of the questions involved therein, which will probably be brought to a hearing in the June term of court now past. He also says that since the company acquired the land for this purpose, and went to considerable expense in grading the grounds, it prefers to wait the determination of these legal questions before finally locating the buildings. We have heard nothing from the company lately on the subject. In accordance with the following resolution, passed at the session of this Board yesterday, I will immediately write Mr. Hoag to comply with its requirements:

"Resolved, That the clerk be and is hereby instructed to again call the attention of the manager of the W. V. & C. R. R. Co. to the necessity for a depot building at Toledo station, and urge him to take immediate steps to con-

struct the same."

This Board realizes your people's anxiety, and the disadvantages you labor under for want of proper buildings, and will do all in its power to grant you relief.

By order of the Board.

F. J. MILLER, Clerk of the Board.

OFFICE OF THE RAILROAD COMMISSION, SALEM, OREGON, November 3, 1891.

Mr. Wm. M. Hoag, General Manager O. P. Co., Corvallis, Oregon —

DEAR SIR: Under date of May 12, 1891, you informed this Board that your company had begun proceedings to determine the right to certain property at Toledo destined for depot grounds, and that a hearing would probably be had at the June term of the circuit court. Kindly inform this Board of the status of the case. We are in receipt of another complaint from the citizens of Toledo, under date of October 30, 1891, that nothing has been done to relieve the necessities of citizens in this matter, and that freight is allowed to remain in the rain to its serious detriment. I am directed by the Board to again urge upon you the necessity for proper station buildings at this place. Hope is expressed by the Board that this matter will be attended to at once, and that good and sufficient buildings will be erected at this station without further interference or intervention on the part of the Commission.

By order of the Board. Yours truly,

> F. J. MILLER, Clerk of the Board.

No answer to the last letter was ever received. Early in the spring of 1892, the company became involved in serious financial difficulties, and was placed under receivership, and has not since the said date been in condition to pay the ordinary expenses of operation, or at least is and has been several months behind in paying its expenses. The Board considered that it would be unwise to commence any proceedings looking to an enforcement of its order to erect said building when the company could so easily establish its almost bankrupt condition, which, in the opinion of the Board,

would be a complete answer to any complaint which could be drawn to enforce its order.

OFFICE OF THE RAILROAD COMMISSION, SALEM, OREGON, October 7, 1891.

In the matter of the killing of an unknown man at Harrisburg by the Southern Pacific Company's south-bound freight train No.

10, August 19, 1891.

This case coming on to be heard, after a careful examination of all the testimony in the case, the Commission makes the following findings, to wit: That at or about 9:45 P. M. on the 19th day of August, 1891, an unknown man came to his death by being run over by freight train No. 10 of the Southern Pacific Company, at Harrisburg, Linn county, Oregon; that the killing was the result of the said unknown man's carelessness, and that the Southern Pacific Company and its employés are free from blame in the matter.

G. W. COLVIG, ROBERT CLOW,

Attest: F. J. MILLER, Clerk.

Commissioners.

OFFICE OF THE RAILROAD COMMISSION, SALEM, OREGON, October 7, 1891.

In the matter of the killing of Jas. W. Hamilton by the Southern Pacific Company's passenger train No. 16, at Central Point, on September 25, 1891.

This case coming on to be heard, after hearing the testimony of Commissioner G. W. Colvig, who was an eye-witness to the occur-

rence, the Commission makes the following findings, to wit:

1. That James Wooley Hamilton came to his death by being run over, at Central Point, Jackson county, Oregon, on the line of the Oregon & California Railroad, about 9 A. M. September 25, 1891, by the Southern Pacific Company's passenger train No. 16.

2. That he deliberately placed himself upon the track and immediately in front of the engine, when the said train No. 16 was

moving at the rate of about six or eight miles an hour.

3. That the engineer of said train blew his whistle to warn him of his danger, but he persisted in remaining on the track; that the engineer reversed his engine and applied the airbrakes, but was unable to stop his train until after the man was run over.

4. That the Southern Pacific Company and its employés are not chargeable with negligence in said matter in any manner whatever.

G. W. COLVIG, ROBERT CLOW, Commissioners.

Attest: F. J. MILLER, Clerk.

OFFICE OF THE RAILROAD COMMISSION, SALEM, OREGON, November 4, 1891.

In the matter of the death of Engineer J. C. Rochford, at tunnel No. 14, on the line of the Southern Pacific Railroad, on July 29, 1891.

The Board of Railroad Commissioners of the State of Oregon, after hearing read and considering the evidence taken at Ashland, Oregon, on the 8th day of August, 1891, find that J. C. Rochford at the time of his death, on July 29, 1891, was an engineer in the employ of the Southern Pacific Company, and had charge of engine No. 240, which, assisted by engine No. 19, was pulling overland express train No. 16; that Rochford's engine was the head engine, and was entitled to manage and control the air in the running of said train; that said train broke a coupling in going through tunnel No. 14, which said tunnel is 1,156 feet in length; that twenty to twenty-five minutes were consumed in attempting to couple the train in said tunnel; that the smoke was so oppressive in the tunnel as to produce suffocation; that said engineer J. C. Rochford was overcome and either fell from his engine or got off and fell with his arm across the rail, and thereby lost his life, whether from suffocation or by being struck and run over by the engine, is not ascertained; that conductor G. E. Morgan should not have attempted to make the coupling in the tunnel, and is chargeable with negligence in so attempting; that the train was backed out of said tunnel by engineer Nelson Church of engine No. 19 without receiving any signal from the deceased that he was ready or in a condition to move his engine.

G. W. COLVIG, ROBERT CLOW, A. N. HAMILTON,

Attest: F. J. MILLER, Clerk.

Commissioners.

Before the Board of Railroad Commissioners of the State of Oregon, in special session, held in Portland, November 7, 1891.

In the matter of the death of Thomas J. Pheney, a brakeman on the Portland & Willamette Valley Railway, killed by falling from a car at Rock Creek siding, in Washington county, Oregon, October 31, 1891.

The Board of Railroad Commissioners of the State of Oregon, after hearing the testimony of Frank Kalsch and C. N. Bennett, employés of said company and fellow servants with the deceased on the train at the time of the accident, and that of John McGuire,

assistant superintendent of said company, and Claude Young, a citizen who was present at the time of said accident, find that the said Thomas J. Pheney came to his death by reason of the defective condition of car No. 133 of the Portland & Willamette Valley Railway; that said deceased was at the time of the accident engaged in the proper discharge of his duty, and was not guilty of any negligent conduct.

G. W. COLVIG, ROBERT CLOW,

c. Commissioners.

Attest: F. J. MILLER, Clerk.

OFFICE OF THE RAILROAD COMMISSION, SALEM, OREGON, December 15, 1891.

In the matter of the accident to Southern Pacific Company's train No. 31 at tunnel No. 9, resulting in the death of J. Coughlin,

November 29, 1891.

The Board of Railroad Commissioners of the State of Oregon, after considering the testimony of W. H. Jamieson, conductor of train No. 31, and that of James McCally and James Porter, engineers, and J. D. Huff, brakeman of said train, as taken by Commissioner Colvig at the wreck on November 29, 1891, and reported in writing to this Board, find as follows: That Southern Pacific Company's train No. 31, which was wrecked at tunnel No. 9, in Josephine county, Oregon, on November 29, 1891, at about 5 A. M., was on time at the time and place of the accident, and was running at about fifteen miles per hour; that about one fourth mile north of said tunnel the train separated by pulling out a drawhead, two cars remaining with the engine, twelve cars and the caboose being detached; that ten of the thirteen cars which separated from the engine were provided with airbrakes and three of them were without airbrakes; that the three cars without airbrakes were on the rear end of the train: that when the train parted all of the cars supplied with airbrakes were suddenly and violently stopped and the three rear cars ran into and telescoped each other; that Jack Coughlin, a brakesman in the employ of said company, on said train, was caught in the wreck and injured so that he died in thirty or forty minutes after the accident; that at the time of his death be was on O. & C. car No. 229, next to the caboose, which was the rear car; that he was in the act of going forward to his proper place on the train at the time of the accident.

It is the opinion of the Board that the said deceased would not

have been killed had the train been properly equipped with air-brakes.

G. W. COLVIG, ROBERT CLOW, A. N. HAMILTON,

Railroad Commissioners for the State of Oregon.

OFFICE OF THE RAILROAD COMMISSION, I SALEM, OREGON, January 5, 1892.

In the matter of the death of J. E. Brazier, killed by a car at

Marion station, Oregon, January 2, 1892.

The Board of Railroad Commissioners of the State of Oregon, after hearing the testimony of J. O. Johnson, roadmaster, E. H. Bristow, conductor, and M. Hoult, brakeman, employés of the Southern Pacific Company, who were present at the time of the accident, make the following finding of fact:—

1. That on January 2, 1892, at about 4 P. M. of said day, J. E. Brazier, while in the employ of the Southern Pacific Company as a brakeman on a work train, was run over and instantly killed by a car of the said company on a sidetrack at Marion station, in said

State.

2. That said accident was not the result of any negligence on the part of the Southern Pacific Company or any of its employés, but was caused by the negligence of said deceased.

G. W. COLVIG, ROBERT CLOW, A. N. HAMILTON,

Attest: F. J. MILLER, Clerk.

Commissioners.

OFFICE OF THE RAILROAD COMMISSION, SALEM, OREGON, January 5, 1892.

In the matter of the accident to Union Pacific train No. 1 of December 29, 1891, two and one-half miles west of La Grande, Oregon, resulting in the death of R. E. Law, George Miller, Arthur Suman, and — Mackiski.

The Board, after having visited the wreck and after hearing read the testimony of witnesses, taken by Commissioner Hamilton, at La Grande, on December 30, 1891, make the following finding of

fact:—

1. We find from the evidence that Union Pacific train No. 1, which was wrecked on the evening of December 29, 1891, about two and one-half miles west of La Grande, Oregon, was a passenger train, pulled by engine 609, of about 50 tons' weight, and assisted by engine 1293, which was a consolidated engine of about 80 tons' weight; that engine 1293 was the head engine; and at the time of the accident the train was running from 20 to 25 miles per hour.

2. That the place where the accident occurred is on an ascending grade and on a seven or eight-degree curve; that the rails were

of 56-pound steel.

3. That the tank of engine 1293, baggage and mail car, and engine 609, were derailed and thrown from the grade down the embankment, and that engineer R. E. Law and George Miller, his fireman, were instantly killed by being crushed in the wreckage, and that Arthur Suman and — Mackiski received injuries thereby which resulted in death shortly afterwards.

4. That the Union Pacific Company is chargeable with negligence in using, on passenger trains, engines of the weight and character of engine 1293 on any division where sharp curves abound, and where its schedule time is over 15 miles per hour, and that said wreck was caused by said negligent conduct, and said persons lost

their lives by reason thereof.

G. W. COLVIG, ROBERT CLOW, A. N. HAMILTON,

Attest: Frank J. Miller, Clerk.

Commissioners.

OFFICE OF THE RAILROAD COMMISSION, SALEM, OREGON, January 14, 1892.

In the matter of the findings of this Board in the accident to

Union Pacific train No. 1, on December 29, 1891.

Resolved, That the findings of this Board in the matter of the accident to Union Pacific train No. 1, December 29, 1891, near La Grande, be modified as follows: Provided, that the findings only referred to the use of heavy helper engines on sharp curves laid with 56-lb. steel; that it does not apply to straight-line track or track laid with heavier steel; provided further, that there is no objection on the part of this Board to the present schedule so long as the Union Pacific Railway Company shall hold down its passenger trains to a schedule of fifteen miles per hour when using heavy

helper engines on sharp curves laid with 56-lb. steel or steel of lighter weight.

By order of the Board.

F. J. MILLER, Clerk.

OFFICE OF THE RAILROAD COMMISSION, & SALEM, OREGON, March 7, 1892.

In the matter of the death of H. Fletcher, by being struck by an engine at Grants Pass, Oregon, January 19, 1892.

The above matter coming on to be heard, after hearing read the testimony taken by ('ommissioner Colvig, the Board finds as follows:

1. That H. Fletcher was struck by S. P. Co.'s engine No. 28 in charge of Engineer R. C. Morris; that the same occurred on a side-track within the yard limits of Grants Pass, in Josephine county, Oregon, at about 6:30 P. M. on January 19, 1892.

2. That said Fletcher lost his right arm thereby, and that

death ensued therefrom on the succeeding day.

3. That said engine No. 28 was not moving faster than three to four miles per hour at the time, and that said accident was caused by the deceased while in an intoxicated condition, negligently attempting to cross the track in front of said engine.

4. That the S. P. Co. and its employés are not guilty of any

negligence in said matter.

OFFICE OF THE RAILROAD COMMISSION, SALEM, OREGON, March 7, 1892.

In the matter of the accident to train No. 1, on the Union Pacific System, resulting in the death of Fireman W. H. Pounds and the serious injury of News Agent J. Warner.

The above matter coming on to be heard on the evidence taken by Commissioner Hamilton, the Board makes the following finding

of fact:—

- 1. That Union Pacific train No. 1 of January 20, 1892, was derailed at 5:30 A. M. of said day at a point about half a mile east of Maxwells Siding, in Umatilla county, Oregon, causing the death of Fireman W. H. Pounds and the serious injury of J. Warner.
- 2. That said accident was caused by the breaking of a rail, which said rail had a flaw or defect in it not discoverable as it lay in the track; said defect consisting of an old break on the bottom of the rail.
- 3. That the Union Pacific Railway Company nor its employés are chargeable with negligence in the matter of said accident.

OFFICE OF THE RAILROAD COMMISSION, SALEM, OREGON, April 4, 1892.

In the matter of the death of Wm. Thurman, at Irving station,

Lane county, Oregon.

The above matter coming on to be heard on the testimony taken by Robert Clow, a member of this Board, after being fully advised in said matter, as far as could be ascertained by evidence obtainable, the Board makes the following finding of fact:—

1. That William Thurman was a passenger on Southern Pacific Company's train No. 31, of March 27, 1892, from Eugene to Irving,

Oregon.

2. That said train No. 31 was a regular freight train engaged in the transportation of freight and passengers.

3. That it was the duty of said company to stop its said train

on said day at Irving station.

4. That said train was not stopped at said depot, but passed the same at a speed of between eight and ten miles an hour.

5. That said train was not stopped until outside the yard limits,

300 yards from said depot.

6. That said William Thurman negligently attempted to leave said train as the same passed the platform at said depot, and was thrown with such violence against the railing on said platform as to injure him, from which injuries he afterwards died.

7. That the said company is guilty of negligence in running its said train beyond said station without coming to a stop, and for the further reason of having no lights at said platform on the arrival

of said train, which was at about 7:30 P. M.

8. The Board does not find whether such contributory negligence on the part of said deceased was the proximate cause of his death or not.

G. W. COLVIG, Chairman.

Attest: Frank J. Miller, Clerk.

OFFICE OF THE RAILROAD COMMISSION, SALEM, OREGON, May 2, 1892.

In the matter of the accidental killing of G. W. Dressler by a Portland & Willamette Valley Railway train, No. 26, at Elk Rock, Oregon, April 20, 1892.

The Board, after hearing the testimony of C. H. Young, engineer, J. W. Crocker, conductor, and P. F. Carman, fireman, and J. A. Taylor, watchman, and viewing the premises where the accident

occurred, find as follows: That said deceased negligently attempted to cross Elk Rock trestle about ten minutes before train No. 26 was due at that point; that he had only proceeded part way across said trestle when he was frightened by the approach of train No. 26, and attempted to get off the track on to a projecting timber; that the engineer reasonably believed said deceased was out of danger and would stay where he was until said train should pass; that when said train was within thirty-five or forty feet of deceased he got back on the track and started to run, but fell down, and was run over and killed by said train; that said engineer used every endeavor to stop his train, but was unable to do so before striking said deceased; that said deceased was guilty of gross negligence in attempting to cross said trestle; that neither said company nor its employés are chargeable with any negligence in said matter.

G. W. COLVIG,

Attest: Frank J. Miller, Clerk.

Chairman.

OFFICE OF THE RAILROAD COMMISSION, SALEM, OREGON, May 2, 1892.

In the matter of the death of E. S. Gregoire by being run over by a train of the Southern Pacific Company at Gervais, Oregon, on

May 2, 1892.

The Board, after hearing the oral testimony of Frank J. Miller, clerk of the Board, who was present at the time and place of said accidental killing, and an eye-witness thereto, and being fully advised in said matter, finds as follows: That said deceased came to his death by being run over by a car attached to Southern Pacific train No. 18, of May 2, 1892, at about 11:05 A. M., of said day; that said deceased negligently attempted to get onto the forward platform of the mail car while standing at said station, and fell between said car and the engine; that while the deceased was in said position, the engineer started his train without discovering the position of said deceased; and before any of the employés of said company had any knowledge of his whereabouts or perilous position the train was moved and passed over the body of said deceased; that neither the Southern Pacific Company nor its employés are chargeable with any negligence in said matter.

G. W. COLVIG,

Attest: F. J. MILLER, Clerk.

Chairman.

OFFICE OF THE RAILROAD COMMISSION, SALEM, OREGON, May 2, 1892.

In the matter of the derailment of Southern Pacific train No. 5,

on April 27, 1892, near Myrtle Creek, Oregon.

The above matter coming on to be heard on the testimony of Commissioner Colvig, who visited the wreck nine hours after it occurred, the Board finds as follows: That the Southern Pacific Company's train No. 15, of April 27, 1892, was derailed at a point one and one-half miles north of Myrtle Creek, on said date, at about 10:40 P. M., seriously injuring George Calling, a fireman on said train, and also an unknown man who was riding on the platform of the mail car; also slightly injuring Richard Morris, an engineer who was in charge of the engine attached to said train at the time of the accident; that said derailment was caused by an obstruction maliciously placed on the track by some person or persons with a felonious intent; that neither said company nor its employés are chargeable with any negligence in said matter.

G. W. COLVIG,

Attest: Frank J. Miller, Clerk.

Chairman.

OFFICE OF THE RAILROAD COMMISSION, SALEM, OREGON, August 1, 1892.

In the matter of the accidental killing of Mrs. S. A. Pruitt and two children, near Yaquina City, on the Oregon Pacific Railroad, June 5, 1892.

The Board of Railroad Commissioners, after reading the evidence heretofore taken in the above matter, and after having viewed

the place of accident, make the following finding of fact:—

1. That said persons, Mrs. Effie Pruitt, her child and a child of L. P. Manning, came to their death on June 5, 1892, in Benton county, Oregon, by being struck by an engine of the Oregon Pacific Railroad Company.

2. That at the time of the accident, the said deceased and eight other persons were on a handcar, the property of said company, in charge of S. A. Pruitt, husband of said Effie Pruitt and father of

one of the children killed as aforesaid.

3. That said deceased and all other persons on said handcar were there contrary to the orders of the Oregon Pacific Railroad Company.

4. That the said company nor any of its employés in charge of

said train were guilty of any negligence in said matter.

G. W. COLVIG,

Attest: F. J. MILLER, Clerk.

Chairman.

OFFICE OF THE RAILROAD COMMISSION, SALEM, OREGON, August 2, 1892.

In the matter of the accidental killing of Fred. Ward, near

Comstocks station, on June 16, 1892.

The above matter coming on to be heard, and the Board having heard the testimony of W. S. Consor, Edward Elliott, Pemelia Clark, Francis Bolton, L. Rayburn, and Stephen Willis, heretofore taken, reduced to writing and read, and having viewed the place of accident, make the following finding of fact:—

- 1. That said deceased came to his death on June 16, 1892, near Comstocks station, in Douglas county, Oregon, by being run over by Southern Pacific Company's train No. 18, which said train was in charge of W. S. Consor, conductor, and was drawn by engine No. 1,255, in charge of Edward Elliott, engineer, and Stephen Willis, fireman.
- 2. That said deceased was a child about six years of age, and was playing near the track immediately preceding the accident.
- 3. That said deceased was not discovered by any of the employés in charge of said train, and that said Edward Elliott and said Stephen Willis, engineer and fireman as aforesaid, were at the time of said accident sitting on their seats and keeping a proper lookout.

That neither the said company nor any of its employés are guilty of, or chargeable with, any negligence.

G. W. COLVIG,

Attest: F. J. MILLER, Clerk.

Chairman.

All of the findings in regard to accidents resulting in loss of life were made upon sufficient evidence, which in many instances has been reduced to writing and filed in the office of the Board. Personal investigation of the wrecked track has been made in every case where it was possible for the Board or any member thereof to reach the same before all the evidences surrounding the accident had been removed. Considering the fact that the Board has no compulsory power to compel the attendance of witnesses at these investigations, which are of the greatest importance to the public, it would seem proper to amend the Commission act in this respect so as to give the Commission ample power to make its investigations more thorough. Also, attention is called to the fact that the act is indefinite in respect to what accidents resulting in loss of life on the railroads of this State should be the subject of official investigation. Many accidents have occurred on the several lines of railway during

the past two years, which, though remotely connected with the subject of transportation, do not seem proper subjects of investigation. Accidents have occurred in the yards in Portland resulting in the loss of life; also by handcar collisions on some of the roads. The Board have generally considered the act to mean such accidents as result from the operations of trains.

ANNUAL REPORTS.

Following are the Annual Reports for the year ending June 30, 1892, of the several corporations owning or operating rail-roads in the State of Oregon.

			•	
		•		
•				
•				
				-
		•		

REPORT

OF THE

OREGON & CALIFORNIA RAILROAD COMPANY.

(SOUTHERN PACIFIC COMPANY, LESSEE.)

For the year ending June 30, 1892.

HISTORY.

1. Name of common carrier making this report? Oregon & California Railroad Company, Southern Pacific Company, Lessee.

2. Date of organization? March 17, 1870.

3. Under laws of what government, state, or territory organized? [If more than one, name all; give reference to each statute and all

amendments thereof.] State of Oregon.

4. If a consolidated company, name the constituent companies. [Give reference to charters of each, and all amendments of same.] Oregon Central Railroad Company of Salem, incorporated April 22, 1867; Oregon Central Railroad Company, incorporated November 21, 1866; Western Oregon Railroad Company, incorporated January 27, 1879; Albany & Lebanon Railroad Company, incorporated February 28, 1880; Oregonian Railroad Company, incorporated April 16, 1890; all incorporated under the laws of the State of Oregon.

5. Date and authority for each consolidation. Oregon Central Railroad Company of Salem, consolidated March 29, 1870; Oregon Central Railroad Company, consolidated September 1, 1880; Western Oregon Railroad Company, consolidated October 9, 1880; Albany & Lebanon Railroad Company, consolidated May 6, 1881; Oregonian Railroad Company, sale of East-side line, December 4, 1890. Authority, general incorporation laws of the State of Oregon; resolutions of the board of directors, and stockholders of each company.

6. If a reörganized company, give name of original corporation, and refer to laws under which it was organized. Reörganized under the old corporate name May 24, 1881. The original capital stock was extinguished; first mortgage bonds converted into preferred stock; unpaid interest converted into common stock.

7. [For companies not making operating reports.] What carrier operates the road of this company? Southern Pacific Company.

ORGANIZATION.

Names of directors.	Postoffice address.	Date of expiration of term.
F. S. Douty C. P. Huntington Chas. F. Crocker W. V. Huntington R. Koehler J. McCraken R. P. Earhart Donald Macleay W. W. Bretherton	New York City, N. Y. San Francisco, Cal. New York City, N. Y. San Francisco, Cal. San Francisco, Cal. Portland, Or. Portland, Or. Portland, Or. Portland, Or. Portland, Or. Portland, Or. Portland, Or. Portland, Or.	April, 1893.

Total number of stockholders at date of last election? Eighteen. Date of last meeting of stockholders for election of directors? April 18, 1892. Give postoffice address of general office. Portland, Oregon. Give postoffice address of operating office. San Francisco, Cal.

OFFICERS.

Tille.	Name.	Location of office.
Chairman of the board	President, or in his absence, vice-president or second vice-president	
President	Thos. H. Hubbard	New York City, N. Y.
First vice-president	C. P. Huntington	New York City, N. Y
Second vice-president	R. Koehler	Portland, Or.
Third vice-president		
Secretary		
Treasurer	N. T. Smith	San Francisco, Cal.
General solicitor	Creed Haymond	San Francisco, Cal.
Attorney, or general counsel		
ComptrollerAssistant comptroller	G. L. Lansing	San Francisco, Cal.
Assistant comptroller		
Auditor	_ E. C. Wright	San Francisco, Cal.
Assistant auditor		
General manager	A. N. Towne	San Francisco, Cal.
Manager	R. Koehler	Portland, Or.
ManagerChief engineer	Wm. Hood	San Francisco, Cal.
SuperintendentAssistant superintendent	L. R. Fields	Portland, Or.
Assistant superintendent	_ John McGuire	Portland, Or.
Division superintendent Division superintendent		
Division superintendent		
Division superintendent		
Superintendent of telegraphTraffic manager	D1.1 - 1 0	Can Theoret a control
Traffic manager	_ Richard Gray	San Francisco, Cal.
Assistant traffic manager General freight agent Assistant general freight agent		
General ireight agent	_ C. F. Smurr	San Francisco, Cal.
Assistant general freight agent	E. P. Rogers	Portland, Or.
General passenger agent	T. H. Goodman	San Francisco, Cal.
Assistant general passenger agent		Portland, Or.
General ticket agent		
Assistant general ticket agent General baggage agent		
General Daggage agent		
Superintendent of express		Com Promotoco Oct
Land commissioner	_ Wm. H. Mills	San Francisco, Cal.

PROPERTY OPERATED.

[FOR ROADS MAKING OPERATING REPORTS.]

In giving roads, observe the following classification and order:

- 1. Railroad line represented by capital stock:
 - (a) Main line.(b) Branches and spurs.
- 2. Proprietary companies whose entire capital stock is owned by this company.
- Line operated under lease for specified sum.
 Line operated under contract, or where the rental is contingent upon earnings or other considerations.
- 5. Line operated under trackage rights.

Name of every railroad the operations of which are included in the income account—page 31.

	Tern	rinals.	ine for road rd.	of time each roads
Name.	From—	То—	Niles? each name	Miles for class name
Oregon & California R. R., main line.	ļ	California State		366. 80
Branches	Portland Albany Junction Woodburn	Corvallis Lebanon Natron	96.50 11.50 92.70	200.70
Total	······································			567.50

Line from Coburg to Springfield, 6 7-10 miles, opened for traffic September 1, 1891. Line from Springfield to Natron, 6 2-10 miles, opened for traffic September 28, 1891.

[[]Note.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]

Name of railroad the income of which from lease, or from other assignment for operation, is included in the income account, page 33. OPERATION. FOR ASSIGNED [FOR ROADS NOT MAKING OPERATING REPORTS] LEASED OR OTHERWISE PROPERTY

ony for	भाग	88.18 89.18 75.55 75	967.50
r schol kind to coalvard rated.	opu] fo	Lease Lease Lease	***************************************
Hy what company operated.		Southern Pacific Company	
nais.	J.	California State line Corvallis Lebanon	
Terminale	From	Portland Portland Albany Junction Woodburn	4 8 4 8 4 7 2 0 4 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Aame,		Oregon & California Rallroad	Total mileage

[FOR ROADS NOT MAKING OPERATING REPORTS; OR SUMIDIARY OPERATING ROADS.]

Give here a full explanation of the contract existing between road (or roads) mentioned on page 18, and the company by which it is operated. In the case of a subsidiary company making an operating report, its mileage will of course appear on page 9. The property of this company is leased to the Southern Pacific Company for forty years from July 1, 1887. The leases is to operate the of operation, maintenance, taxes, and the interest on bonded and

shall amount to 7% on its outstanding preferred stock, and 6% on its constanding preferred stock, and 6% on its conserty are to be made by the leave, and the payments therefore become annually a charge to this company.

[Note-Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission Malker, clerk].

STOCK.

	1			í		
	Number of	Par raine of	Ditte par reduc	Total amount	Dividends declared during year.	g year.
The secretary that	authorized.	Maren.	authorized	aunding	Rate. Am	Amount.
Common Preferred	70,000 130,000	00 901 *	\$ 7,000,000 12,000,000	\$ 7,000,000 12,000,000		
Total	190,000	\$ 100 00	\$ 19,000,000	\$ 19,000,000		
Manner of payment for capital nock	Number of Marce issued during year.	Outh realized on am't tesural during year.	This rembered	Total rash real-	Remarks.	
				# # # # # # # # # # # # # # # # # # #		
	1 6 1 5 1 5 1 5 1 5 1 5 1 5 1 5 1 5 1 5			\$ 7,000,000 12,000,000		
Total			\$ 190,400	19, 000, 000		

			•			_	
		1	Am't paid during year	\$ X57, 425		8 837,425	
	. 1	†Interest.	Amount accrued during year.	\$ N57, 700	Jan., July. See note	\$ 857,700	_
	SONDS		When	Jan., July. 8	Jan., July.		_
	OUNT.		Rate.	Š	፯		-•
	ONS, AND	*Orah mend-	anount courd,	+ + + + + h		,	,
FUNDED DEBT.	S UBLIGATI		onleftniteing	\$ 16, 954, 000	%5,000	\$ 17,036,000	_
FUNDE	CELLANGOUS		Meone;	\$ 16,954,000	9,020,000	\$ 25,974,000 \$ 17,036,000	
	MORTGAGE BONDS, MISCELLANBOUS OBLIGATIONS, AND INCOME BONDS.	Johnsonk.	nuthorized front.		9, 020, 000	1	
	DKTGAGE	True.	When	July 1, 1	July 1, }		
;	Ň,	H	Dute of issue.	{ July 1, 1887.	{ June 1, 1881.		
			obligation of	Oregon & California Railroad intraoric July 1, July 1, Sage v. bonds 1887. 1927. \$ 20,000,000	Railroad let mort. [June 1, July 1,] gage 5. bonds [184]. [184].	Grand total 8 29,020,000	

NOTE.—The \$2,000 first mortgage bonds of June 1, 1981, outstanding, are to be exchanged for new first mortgage bonds of issue of July 1, 1897, at the rate of 110 of new bonds for 100 old bonds, including all overdue interest coupons. + Payable by lessee * Issued in exchange for old bonds and for new property acquired

RECAPITULATION OF FUNDED DEBT.

_	_			
	next.	Amount pold during year	\$ ×37, 425 00	\$ 887, 425 00
	Introck	Amount accried during year.	\$ 857,700 00	\$ 867,700 00
_	Amount	outhinding.	\$ 17,036,000 00	\$ 17,686,000 00
		A months against	\$ 25, 974, 000 00 \$	\$ 25,974,000 00
		TATOL.		Total

[Norg.-Where reference in the above tables is made to a page, it directs attention to the page of the blank report which the commission to the railroad company -Frank J Miller, clerk]

RECEIVER'S CERTIFICATES.

!			Paris	Principal.	· · _	Interest.	
Date insued.	Amount immed.	Awount outeranding.	Amount paid during year.	Amount funded or otherwise elipposed of.	Amount acerused during year.	Amount paid during your.	Rate
Total							
	CURRENT	ASSETS	AND LIA	LIABILITIES.	_		_
Cash and current assets available for proyment of current leabilities	раутем од сигтен	it tiabilities.	Cumo	d Unbilities acres	Current tiabilities acreaed to and including June 30, 1892.	ng June 30, 1892.	
Cash Rills receivable Due from agents	1	8 6,066 91 799 00	•		•	1 2 4	29,250 14
		496,142 09					2,570 73
Total		\$ 508,008 00					471.147.13
			Total	Total		95	503,008 00
* Materials and supplies on hand, \$;	See general ball	See general balance sheet, page 49.}	49.}	1		•

ď	AFOR MILEAGE		OWNED BY ROAD MAKING THIS REPORT	ING THIS	REPORT	
,	Date amount	thought.	Apportionment.	Amount pe	Aminual per mile of road	
Acround.	ontstanting	To railmade	To other proper-	Miles.	Janoner	Kenarks
Capital st Bonds, pa	\$ 19,000,000 17,036,000		4 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			
0		************				
Total \$	\$ 36,036,000					

(apital stock and morigage cover railroads, telegraph lines, rolling stock, ferry steamers, etc.; also lands granted by the United States. The amount cannot be stated separately. B.-FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS

OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT, PAGE 51.

_				_
Amonnt per mile of road.	Amount.			
Amount pe	Miles	1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		
Total		36, 036, 000	36, 036, 000	
Current trabilities.		+++++++++++++++++++++++++++++++++++++++		
Fruider debt		\$ 17,086,000	\$ 17,036,00U	_
Capital stock.		\$ 19,000,000	\$ 19,000,000	
Name of railed		Oregon & California Railroad	Total messes seen assessed results	,

The amount per The funded debt covers railroads, telegraph lines, rolling stock, ferry steamers, and lands granted by the United States, mile of road cannot therefore be correctly stated.

(Note.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company —Frank J. Miller, cierk.)

Oregon & California Railroad Company, 1892.

_		Born to comfort the man combanity towns
	and por mile.	
IMPROVEMENTS.	Total cost to June 30, 1892.	8 .4, 6009, 132 OZ
	* Third cost fo June 30, 1891	\$ 33,0002,564 55
PERMANENT	Mares during the year. Not included in operacing expenses Charged to in- premained im- prevenents or equipment.	### ### ### ### ### ### ### ### #### ####
AND	hapenditures during the pear. Not included in operaci in Charged to in Char if come account as a n premenent im- provenents	The state of the s
QUIPMENT	hapen Incheled in operaling expenses.	
COST OF ROAD, EQUIPM	Heral	Right of way Kight of way Kight of way Kight of way Kight of way Kight of way Kight of way Kight of coastings and calte guards First

INCOME ACCOUNT.

[FOR ROADS MAKING OPERATING REPORTS.]

Gross earnings from operation, page 35 Less operating expenses, page 45 Income from operation Deficit Dividends on stocks owned, page 37 Interest on bonds Miscellaneous income				\$	410,604 69	
Income from other sources					56,377 66	;
Deductions from income— Interest on funded debt accrued, page 23 Interest on interest-bearing current liabilities accrued, not otherwise provided for————————————————————————————————————	\$ 8	357, 700	00			•
Permanent improvements, page 29 ()ther deductions		00, 342				•
Net income Deficit Dividends, & common stock Dividends, & preferred stock Other payments from net income				8	446,060 35	•
Total						
Surplus from operations of year ending June 30, 1892				' 		•
Surplus on June 30, 1891 (from general balance sheet, 1891 report)						
Additions for year						
Surplus on June 30, 1892 (for entry on general balance sheet, p. 51). Deficit on June 30, 1892 (for entry on general balance sheet, p. 49)						

Deficit shown herein is approximately correct, settlements under lease being made for the year ending December 31st only.

[[]NOTE.—Where reference is made in the above table to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—Frank J. MILLER clerk.]

INCOME ACCOUNT.

[FOR ROADS NOT MAKING OPERATING REPORTS.]

Income from lease of road for year ending Dec. 31, 1891—deficit Dividends on stocks owned, page 37				.		
Interest on bonds owned, page 39 Miscellaneous income, less expenses, page 41	\$	357, 1	68 18			-
Income from other sources					357, 168 1	18
Total income				\$	131, 979	 17
Deductions from income— *Salaries and maintenance of organization——— *Interest on funded debt accrued, page 23———— *Interest on interest-bearing current liabilities accrued, not				ļ		
otherwise provided for *Rents, page 47, \(\Lambda\)	· ·		· 			
Permanent improvements, page 29	!=		=====	.		
Total deductions from income				·	211,790	
Net income				\$	343, 769 8	
Total	ļ			- {		
Surplus from operations of year ending June 30, 1892 Deficit from operations of year ending June 30, 1892 Surplus on June 30, 1891 (from general balance sheet, 1891 report)				8	343, 769	- 30
Deficit on June 30, 1891 (from general balance sheet, 1891 report)	<u>'</u>			·	276, 269 6	
Additions for year				.		
Surplus on June 30, 1892 (for entry on general balance sheet, p. 51)_Deficit on June 30, 1892 (for entry on general balance sheet, p. 49)					620, 038	

^{*}Paid by lessee.

Under lease with Southern Pacific Company accounts are rendered by that company on the 31st of December of each year, and the income account on page 33 is made up from the statement of account rendered for year ending December 31, 1891. On page 31 the Southern Pacific Company have made a statement approximately for year ending June 30, 1892.

[[]Note.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—Frank J. MILLER, clerk.]

EARNINGS FROM OPERATION—STATE OF OREGON.

Item.	Total receipts.	ac	ductions, ecount of yments, etc		tual carn in gs.
Passenger—				-	
Passenger revenue	5 1,026,029 65			-	*******
Less repayments—		!_			
Tickets redeemed		18	1, 192 11	1	
Excess fares refunded			757 44		
Other repayments			30, 9 97 38	_	
Total deductions		1	32,856 93	- 1	
Total passenger revenue				- - - - -	993, 172 7: 89, 274 00
Express				_	40, 431 67
Extra baggage and storage					18,815 93
Other items		1			25,785 1:
V 114 14411				_	
Total passenger earnings		1		_ 8	1, 167, 479, 45
Freight—		,			2,20.,2.0
Freight revenue	8 916 154 50	!		ļ	
Less repayments—	720, 171 50			-	
Overcharge to shippers	1	R	10 895 93	i	
Other repayments			9 407 16		
Other repayments			2,001 10		*****
Total deductions		8	13, 803 09)	
Total freight revenue				-ia	902,351 41
Total ligital telenacione and a series and a				- 3	302,001 41
Stock yards				-	
Elevators				-	
Other items					
Total freight earnings	·,			_ \$	902, 351 41
Matal research and freight countries	:	i			0.000.000.60
Total passenger and freight earnings		,	• • • • • • • • • • • •	- ' 3	2,009,830 86
Other earnings from operation—					
Locomotive and car mileage, balance Switching charges, balance				-!	1, 100 91
Switching charges, Dalance				-	
Telegraph companies Rents from tracks, yards, and terminals, page 41		;		-	9.19
Rents from tracks, yards, and terminals, page 41	i				
Rents not otherwise provided forOther sources	·1				4, /31 00
Other sources		¦		·-]	10, 199 49
Total other earnings				- \$	28, 691 80
Total gross earnings from operation, Oregon.		1			
Total gross earnings from operation, entire				- •	minachama ac
line		į		1	2,098,522 66

MISCELLANEOUS INCOME.

Item.	(Fross income.	Less expenses.	,,,	Net niscellaneous income.
1. Sales of land— Not subject to mortgage. Subject to mortgage. Interest on time contracts. 2. Interest on bills receivable. 3. On account of settlement with Oregon & Trans-	\$	13,448 65 223,382 96 29,463 74 78 50		\$	13, 488 65 223, 382 96 29, 463 74 78 50
continental Company	1	90,794 33			90, 794 33
Total	8	357, 168 18		\$	357, 168 18
	ı		1		

[Note.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—Frank J. MILLER. clerk.]

OPERATING EXPENSES.

[Apportionment between passenger and freight traffic is estimated according to the rule prescribed by the interstate commerce commission.]

Item.	Chargeable to passenger traffic.	Chargeable to freight traffic.		Total.
Maintenance of way and structures—				
Repairs of roadway			\$	321,537 8
Renewals of rails			i	11,651 8
Renewals of ties				55, 140 6
Renairs of bridges and culverts		1	1	182, 233 6
Repairs of bridges and culverts			}	102, 200 0
tle guards		1		11,936 4
Repairs of buildings			1	17, 322 4
Panales of dooks and whaters			į.	9 017 9
Repairs of docks and wharves			i	2,017 2 107 2
Repairs of telegraph				
Other expenses				17, 964 9
· •				210 010 0
Total	******		ৃষ্ঠ	619, 912 2
Maintenance of equipment—		1	į	
Repairs and renewals of locomotives				51,749 1
Repairs and renewals of passenger cars		 	1	71,738 8
Repairs and renewals of freight cars			:	46, 455 1
Repairs and renewals of ferry-boats, tugs, floats,		ĺ	į	
and barges			,	538 53
Shop machinery, tools, etc. ()ther expenses			İ	564 8
()ther expenses				17, 148 2
, , , , , , , , , , , , , , , , , , , ,				
Total			R	188, 194-70
Conducting transportation—				100, 104 10
Wages of enginemen, firemen, and round-house-			1	
men.		} [1	117,659 9
Fuel for locomotives				137,834 2
Water supply for locomotives			ł	
All other supplier for leasurations		***********	1	9,741 6
All other supplies for locomotives			!	6,525 40
Wages of other trainmen			1	93,507 6
All other train supplies			1	8,549 48
Wages of switchmen, flagmen and watchmen.			1	7,782 4
Expense of telegraph, including train dispatchers			l	
and operators			1	35,754 50
Wages of station agents, clerks, and laborers.		1	1	110,707 2
Station supplies			i	4, 239 11
Station supplies		 		
Engine and car mileage, balance				24,034 6
Loss and damage				43,680 18
Injuries to persons				74, 481 0:
Barges, floats, tugs, ferry boats, expenses of, in-			l	,
cluding wages fuel and supplies	1	1	Ĺ	18
cluding wages, fuel, and supplies Other expenses			ĺ	40, 118 6:
			!	30, 110 0
Total			e	714,616 34
General expenses—			i 47	714,010 34
Colories of officers				00 045 04
Salaries of officers				28,047 69
Salaries of clerks.			i	37,856 31
General office expenses and supplies.			İ	5,872 60
Agencies, including salaries and rent				6, 291 91
Advertising	·		ı	4,032 16
Commissions				1,027 54
Insurance				
Expense of fast freight lines				
Expense of traffic associations		:		759 S7
Expense of stock yards and elevators. Rents for tracks, yards, and terminals, page 47, B		******		
Rents for tracks, yards, and terminals, page 47. B.				30,680 00
Rents not otherwise provided for			ļ	3, 258 37
Legal expenses.				35, 136 87
Stationery and printing				6,237 16
- CAMPANATA MANA NAMANANA MANA			}	5,994 12
Other general experses				47. 272944
Stationery and printing Other general expenses			!	0,001 21
Other general expenses				165, 194 66

[Note.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—Frank J. MILLER, clerk.]

OPERATING EXPENSES—CONCLUDED.

[Apportionment between passenger and freight traffic is estimated according to the rule prescribed by the interstate commerce commission.]

Item.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
Recapitulation of expenses— Maintenance of way and structures Maintenance of equipment Conducting transportation General expenses			\$ 619,912 27 188,194 70 714,616 34 165,194 66
Percentage of expenses to earnings, entire line Operating expenses, Oregon— Maintenance of way and structures			\$ 1,687,917 97 80 53
Maintenance of equipmentConducting transportationGeneral expenses			
TotalPercentage of expenses to earnings, Oregon			

RENTALS PAID.

A.-RENTS PAID FOR LEASE OF ROAD.

Name of road.	Interest on bonds guaranteed.	Dividends on stocks guaranteed.	_	Cash.	Total.
Union Pacific Railroad Company, Willamette river bridge			\$	10,000 00	\$ 10,000 00
Total rents, A			5	10,000 00	\$ 10,000 00

B.—RENTS PAID FOR LEASE OF OTHER PROPERTY.

Designation of property.	Situation of property leased.	Name of company owning property leased.	Item.	Total.
Tracks—				
Yards—				
Terminals— Terminal and depot facilities	Portland, Or.	Northern Pacific Ter. Co	\$ 30,680	\$ 30,6 ⁸⁰
Grand total, B				\$ 30,6%0

COMPARATIVE GENERAL BALANCE SHEET.

		. ,	! ! !O ! T	*		11111
Year ending June 30, 1892.	Decrease.		\$ 1,591.50 967,968.14			
Year ending	Increase.	\$ 1,006,167 47		214, 166 04 343, 769 90 8 MMS, 342 17	391,000 00	\$ 586,842.17
3, 1892.	Total.		37, 305-49 471, 147-13	830, 462 58 630, 038 99 \$ 36, 577, 096 21		
June 30, 1392.	Item.			\$ 201,407.50 8 881,462.58 690,038.99 89.577,096.21		
	. 15 PASS (ACM).			Sundries Deferred payments on land sales Profit and loss	Liabillites.	
0, 1891.	Total.	* 8 78, 602, 964 55	38, 886 99 1, 439, 115 17	996 40 624, 497 54 276, 269 69 \$ 35, 961, 744 04	15,00 14,00	336,744 06 \$ \$5,981,744 04
June 80, 1891.	Hem.	,	(\$ 174,50L 14 419,996 40	1	336,744 04

Lands granted by the United States value not taken up in account.

YEAR-STATE OF OREGON. THE DURING CHANGES IMPORTANT

None, 4, None 5 None 6 None, 7. First mortgaged

2. Decrewe in mileage by line abandoned or line straight.
All leases taken or surrendered. 5. All consolidations or

[Note.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company —FRANK J MILIER, clerk.] bonds to the amount of \$191,000 twued during the year. N. None.

Erc.

CONTRACTS, AGREEMENTS,

Oregon & California Railroad Company, 1892.

,	SECURITY		NDED	FOR FUNDED DEBT-PAGE 23.	PAGE 23		•
Oleman of board on ability	H'Add T	What roud moriphoed.		Amount of	What	What	10 to 10 to
Target of the company	Prom	F .	Miles.	mile of time	mortgaped.	mortpaged.	republikanija opatra sa kasa da same da
First mortgage bonds Portland	Portland Portland	Catifornia state line Corvalifa	366 80 96,50	1 1			
	Albany June tion Woodburn	Lebanon Natron	11.50			# 1	
The mortgage covers the railroad, telegraph lines, and equipment; also the lands granted by the United States.	i, telegraph lines	, and equipmen	t; slso the	lands grant	ed by the Un	ited States.	•

[NOTE.—Where reference in the above tables is made to a page, it directs attention to the page of the blank report which the commission sent to the rational company.—Frank J. Mitler, clerk.]

EMPLOYÉS AND SALARIES.

Class.	Number.	Total number of days worked	Total yearly compensation.	Average daily compensation.
General officers	17	5, 321	\$ 28,047 69	8 5 27
General office clerks Station agents, including agents who are also	48	15,024	37,703 90	2 51
telegraph operators	78	24,414	45,564 12	1 87
also telegraph operators	83	25,979	59, 934 47	2 31
Enginemen Firemen	49 50	15, 337	65,580 02	4 28 2 31
Conductors	29	15,650 9,077	36, 216 27 32, 569 89	3 59
Other trainmen	76	23,788	60,938 22	3 55 2 56
Machinists	21	6,573	20,822 76	3 17
Carpenters, shop.	21	6,573	19,507 32	: 2 97
Other shopmen	113	35, 369	91,879 82	2 68
Section foremen	91	28, 483	58,627 9 2	2 06
Other trackmen	538	168, 394	248, 135 16	1 47
Switchmen, flagmen, and watchmenTelegraph operators and dispatchers, exclud-	11	3,443	7,782 43	2 26
ing men as showu above	41	12,833	35,754 56	1 2 78
Employés—account floating equipment.	1	313	810 00	2 59
All other employés and laborers.	111	34,743	113, 107 92	3 26
Carpenters, B. and B.	84	26, 292	77,811 00	2 96
Total (including general officers), Oregon	1,462	457,606	\$ 1,043,792 47	\$ 2 28
Less general officers	17	5,321	28, 047 69	5 27
Total (excluding general officers), Oregon- Distribution of above—	1, 445	1 1	\$ 1,015,744 78	2 25
General administration	65	20,345	65, 751 59	3 23
Maintenance of way and structures	713	223, 169	384,574 08	1 72
Maintenance of equipment	155 550	48,515	135, 209 40	2 79
Conducting transportation	529 ————	165,577	458, 257 40	2 77
Total (including general officers), Oregon Less general officers	1,462 17	457,606 5,321	\$ 1,043,792 47 28,047 69	\$ 2 28 5 27
j-			· · · · · · · · · · · · · · · · · · ·	- <u> </u>
Total (excluding general officers), Oregon	1,445	452, 285	\$ 1,015,744 78	2 25
Total (including general officers) entire				-

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—STATE OF OREGON.

Item,	Column for ton- nage, number passengers, num- ber trains, mileage, number cars.	Column for revenue and rates.
Passenger traffic—		
Number of passengers carried earning revenue	577, 924	
Number of passengers carried earning revenue Number of passengers carried one mile	34, 910, 896	
Average distance carried. Total passenger revenue, page 35	60.58	
Total passenger revenue, page 35		\$ 993, 172 72
Average amount received from each passenger. Average receipts per passenger per mile. *Estimated cost of carrying each passenger one mile		1 72
Average receipts per passenger per mile	·	. 029
*Estimated cost of carrying each passenger one mile		1 100 150 18
Total passenger earnings, page 35		1, 167, 479 40
Total passenger earnings, page 35 Passenger earnings per mile of road Passenger earnings per train-mile	567, 50	2,007.20
rassenger earnings per train-mile		1 004/4
# F Q1(7))	l .	
Number of tens carried on mile	97 904 047	
A verage distance haul of one ten	01,204,047	
Number of tons carried of freight earning revenue Number of tons carried one mile	31.40	909 351 41
A varage amount received for each ton of freight		9 29154
Average amount received for each ton of freight		. 0243
Average receipts per ton per mile *Estimated cost of carrying one ton one mile Total freight earnings, page 35 Freight earnings per mile of road Freight earnings per train-mile Passenger and freight	1	
Total freight earnings, page 35		902, 351 41
Freight earnings per mile of road	567.50	1,590 35
Freight earnings per train-mile		1 71925
Passenger and freight—		
Passenger and freight revenue, page 35	1	1, 895, 524-13
Passenger and freight revenue per mile of road	567, 50	3, 340 13
Passenger and freight revenue, page 35. Passenger and freight revenue per mile of road Passenger and freight earnings, page 35. Passenger and freight earnings per mile of road Gross earnings from operation, page 35. Gross earnings from operation per mile of road. Expenses page 15.		2, 069, 830 🙈
Passenger and freight earnings per mile of road	567, 50	3,647 2
Gross earnings from operation, page 35		2, 098, 522 66
Gross earnings from operation per mile of road	567.50	3,692 84
Expenses per mile of road		1,657,237 97
Expenses per mile of road	567, 50	2,920 24
Train mileage	1)
Miles run by passenger trains Miles run by freight trains Miles run by mixed trains	683, 276	1
Miles run by treight trains	458, 069	
Miles run oy mixed trains	89, 041	
Total mileage trains earning revenue.	1 020 296	
Wiles min by switching trains	1,200,000	
Miles run by switching trains Miles run by construction and other trains	109 070	
Miles run by construction and other trains		
Grand total train mileage	1 478 955	
Mileage of loaded freight cars—north or east	2, 100, 000	
Mileage of loaded freight cars—north or east		
Mileage of empty freight cars—north or east	1 007 077	
Wilders of amount freight same south on most	1, 350, 870	
Average number of freight cars in train	10.93	
Average number of loaded cars in train	8, 29	
Average number of empty cars in train	2,64	~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~
Average number of tons of freight in train		
Average number of freight cars in train Average number of loaded cars in train Average number of empty cars in train Average number of tons of freight in train Average number of tons of freight in each loaded car		
	1	
		•

^{*}Cannot state.

[[]Note.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—Frank J. MILLER. clerk.]

FREIGHT TRAFFIC MOVEMENT.

[COMPANY'S MATERIAL INCLUDED.]

	Commodity.	Freight originating on this road.	Freight received from connecting roads and other carriers. (Whole tons.)	Total freight	tonnage.
	· · · · · · · · · · · · · · · · · · ·	(Whole tons.)	Freight from ing re other (Who	Whole tons.	Per cent.
	Grain	 !	 '	70, 151	17.82
	Flour			25, 199	6.40
	Other mill products			6,600	1.67
Produc's of	Hay			9,006	2.29
agriculture				101	.03
	Cotton			4	
	Fruit and vegetables			15, 365	3.90
	Other.		!		.70
	Live stock			12,486	3.17
	Dressed meats			52	.02
Description of	Other packing-house products			13	
	Poultry, game, and fish			551	1 .14
animais.	Wool		l	754	i .19
	Hides and leather			576	. 15
Products of animals. Products of animals. Products of animals. Products of animals. Products of animals. Products of mines. Products of forest. Products of forest. Products of animals. Live stock Dressed meats Other packing-house products Products And fish Wool Hides and leather Other Anthracite coal Bituminous coal Coke Ores Stone, sand, and other like articles Other Base metal, pig or bar Lumber Wood Other		152	.04		
	Anthracite coal		ł	842	.21
	Bituminous coal			044	
Products of				391	.10
	Ores			122	. 03
	Stone, sand, and other like articles			12,857	3.27
	Other	; 		962	.25
•	Base metal, pig or bar			203	. 05
Products of	Lumber			43, 598	11 07
	(W00a	 			3.60
mineral.	(Otner			822	.21
	Petroleum and other oils			2,759	. 70
	Sugar			4, 304	1.09
	Naval stores			40	.01
Manufac-	Iron, pig and bloom			1,824	. 46
	Iron and steel rails			178	.05
	Other castings and machinery			2,573	.65
tures.	Bar and sheet metal			565	1 .14
	Cement, brick, and lime			2,611	66
	Agricultural implements			1,422	38
	Wagons, carriages, tools, etc			1,506	35
	Wines, liquors, and beers Household goods and furniture			1, 377	
	Other some and intilling			3,231 11,030	2.80
Morchandie	Other			50, 301	12.77
Migrellanus	18			7, 165	1.82
Compantia	naterial			85, 158	21.63
comban's i	MWTV4101			ou, 100	21.00
Total t	onnage, Oregon			393, 775	100.00
Total t	onnage, entire line			3 9 3, 775	100.00

DESCRIPTION OF EQUIPMENT.

Item.	Number added during year.	Total number at end of year.	Equip	ped with train brake.	Equip auto	ment fitted with matic coupler.
	Numbe	Total at end	No.	Kind.	No.	Kind.
Locomotives—	ļ]	
Passenger	*1	50	46	Westinghouse_		
FreightSwitching	*;	1		3-1-1	1	!
Leased						
Total locomotives	*2	51	46	Westinghouse _	<u> </u>	
Cars in passenger service—	~	•	10	M CSSTMB WORDS =		1
First-class passenger cars		32	32	Westinghouse -	32	Miller.
Second-class passenger cars		$\frac{2}{3}$	2	Westinghouse.	2	Miller.
Combination passenger cars	†1		3	Westinghouse -	3	Miller.
Emigrant cars]
Parlor cars.						1
Sleeping cars		6	6	Westinghouse -	6	Miller.
Baggage, express, and postal cars		21		Westinghouse -	21	Miller.
Other cars in passenger service	*1				! 	
(T) . 4 . 3				997		36330-
Total	*1	64	64	Westinghouse _	64	Miller.
Cars in freight service— Box cars	+8 ¹	499	109	Westinghouse -	ļ	
Flat cars.	†1	316	117	Westinghouse -	;	
Stock cars	, , ,	23		Westinghouse -		1
Coal cars	1		,			ľ
Tank cars						. 76233
Refrigerator cars		23	23	Westinghouse_	23	Miller.
Other cars						
Total	† 9	861	266	Westinghouse -	23	Miller.
Cars in company's service—	•	<u> </u>				
Gravel cars		33			!	
Derrick cars						1
Caboose cars		14 5				
Other road cars						
Total		52				
Cars contributed to fast freight line		\		i		
service—						İ
Man 3 and 2 and 3				Mandanahana		
Total cars ownedCars leased—	† 9	977	330	Westinghouse_	87	Miller.
Grand total cars	19	977	330	Westinghouse_	87	Miller.

^{*} Decrease. † Increase.

			M A.—MILKAGE	IILE OF	AGE. ROAD OPERATED.	ATED.				
:	Line repr	Line represented by capital stock.	Line		Line oper-	Line oper-	Total mile.	New line	Reda.	s
Line in whe.	Morn tine.	Branches and spure	рторгістату сотраніся.	ated under lease.	contract, Ac.	trackage rights.	44	during year.	Iron.	Skeet.
se of single track	366.90	200.70)))))))	767,50	8 11	15 26	478. M
s of fourth track se of yard track and lings	40.48	ğ. 14					42,70	1,81	Q1	
Total mileage operated (all tracks)	407.28	28 67.5					630.20		151.81	178. Ag
	i	R-MILEAGE	0.00		STATES AND TERRITORNA MAKING THIS REPORT	D TERRITORIES. THIS REPORT	ORTES.			
	Line repr	Line represented by capital stock.	Line of	4	Line oper-		Total mile-	Line oper-	Raile.	ille.
Note or terribory.	Main Hnc.	Branches and spurs	proprietary companies	alea under lease.	contract,	during war.	ing trackage rights.		From	Med
e of Oregon	366.80	200.70					167,50		88, 61	478,8
fotal mileage oper- ated (single track)	386.30	200,70					567.50		188,61	478.88
	: !	: <u>}</u>	II.—MILEAGE OWI	OWNED BY ROAT	ROAD MAKING THIS REPORT	HIS REPORT				
	Line repr copila	Line represented by copilal woek.	Line of		Line oper-		Total mile-	Line oper ated under	Roste.	14.
Nate of Kerritory.	Main Unc	Branches and spurs.	companies.	leave.	त्यत्. व्यत	daring year	ing trackay	trackage rights.	Iron	Stert.
yon & California Rail- ad, State of Oregon							567,50		88.61	478.86
Fotal mileage owned (single track)	<u></u>			4 4 1	age of a stip stip of the state at	;	567,50		48.61	478.88

Oregon & California Railroad Company, 1892.

RENEWALS OF RAILS AND TIES.	New ties laid during year.	Number. at distributing point.	066, 808.	208, 990		LOCOMOTIVES.		Soft. tons. Mues run. consumed tons. per mile.		
OF RAILS		Average price per ton at distributing point.	Mountain	Total	\$ 42.30	OF FUEL BY	Coal-Tons. Woo	Bituminous. Hard.		
NEWALS OF RAILS AND TII	during year.	Weight per yard. (Pounds.)		5. 48 56. 00 322. 80 61. 50	328, 73	CONSUMPTION	Coal	Anthracite.		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
	New rails laid during year.	Kind. Tonk.	Iron	Total iron Steel	Total steel.	5		Locomotives.	Passenger Freight Switching	Mixed

ACCIDENTS TO PERSONS.

	Employes.										
Kind of accident.	Trainmen.		flagme	Switchmen, flagmen, and watchmen.		Other employes.		Total.			
	Killed.	Injured.	Killed.	Injured.	Küled.	Injured.	Killed.	Injured.			
Coupling and uncoupling Falling from trains and engines Overhead obstructions Collisions		15 1 1				3 2		18 3 1			
Other train accidents (described briefly below) At highway crossings	1	2				4	1	6			
At stationsOther causes (described briefly below)	1	4 6		1		20	1	6 26			
Total	2	29		1		30	2	60			
				· ·	Oth	vers.	-	•			
Kind of accident.		Passengers.		Trespassing.		Not trespassing.		Total.			
		Injured.	Killed.	Injured.	Küled.	Injured.	Killed.	Injured.			
Collisions Derailments Other train accidents (described briefly below)	 	 	 	2	 	 		2			
At stations		3	3	1 5	2 1	2	2 4 4	2 1 5			
Total	1	3	7	8	3	2	10	10			

Trainmen. Other causes. Injured. A. Everton, brakeman, hook on cable of work train broke, injuring arm. J. D. Gibbs, brakeman, sprained ankle by stepping on stone at wood pile. H. Cleveland, brakeman, finger jammed in door of coach. G. H. Wensley, brakeman, stick of wood fell on foot from tank. J. M. Thompson, brakeman, injured in climbing out of caboose cupola. A. L. Nash, brakeman, struck by stick of wood in wooding-up engine.

Other employes. Other causes. Injured. Kinney and Morris, engineer and fireman, injured by slide. C. H. Stanton, fireman, injured by standing between engine and tank, rounding curve. C. Galarnean, fireman, stick of wood fell on foot. J. Murmane, laborer, finger mashed unloading

slide. C. H. Stanton, fireman, injured by standing between engine and tank, rounding curve. C. Galarnean, fireman, stick of wood fell on foot. J. Murmane, laborer, finger mashed unloading wheels. L. Tanjardi, laborer, thrown from hand car. Three section men, injured in jumping from hand car to avoid train. A. Wensley, fireman, finger cut by stick of wood against fire box. M. McCabe, fireman, plank fell on foot at shops. L. E. Hansen, laborer, hand fractured handling bridge timbers. E. Taggersell, laborer, finger injured by anvil slipping in shop. II. Craw, fireman, finger cut in wooding engine. R. Kirkham, laborer, finger mashed in handling castings. P. Fitzgerald, laborer, bruised by slide coming down on him. L. McLellan, carpenter, slipped on bridge and sprained back. F. Burkhardt, carpenter, fell from bridge. P. Hackinson, laborer, hand caught in roller of dump car. J. Rose, laborer, struck by hand-car lever on back.

Tresspassing. Killed. J. W. Hamilton, walking on track while under influence of liquor. W.

Tresspassing. Killed. J. W. Hamilton, walking on track while under influence of liquor. W. S. Brauff, run over by passenger train while walking on track. E. Miller, suicide, placed his head on track on approach of train. F. Ward, child, supposed to have been playing on track.

on track on approach of train. F. Ward, child, supposed to have been playing on track.

Trespassing. Injured. W. Worck, burned by sparks from engine while stealing ride on baggage car. G. O. Thing, injured in attempting to climb on freight train. A. R. Henneman, injured in attempting to board passenger train in motion. E. McBroum, injured trying to board caboose coming into Roseburg. S. D. Eaton, deaf and dumb man, struck by freight train.

Oregon & California Railroad Company, 1892.

!		Descending grades.	Sum of descents. (Feet) Aggregave length of descending grades. (Miles.)	3, 158 90, 49 1, 267 27, 21 1, 258 59, 49	6, 825 166, 53	-	Number, lowed above anyther of rail. (Fred)	17.6	. 'S	18.4			
		Des	лифину.	26. 28. 27.	552								
	Profile.	tdes.	Appregate length sy ascending graden, (Alles.)	200,62 16,70 48,11 9,87	318, 46			- Epita					
		л. Авсенийну grades	Sum of necesta.	2,5 2,5 3,4 1,25 1,25 1,45 6	9, 838	_, _	Item	Overbead highway crossings Bridges Conduits Trestles	Overbead railway crossings Bridges Conduits.				
		Aem	西 高 高級高温 Sumber		d bighw	Total cad railw iges duits ntles	I :						
ROAD.		•	length of teret line (Miles)	49 60 19,85 7 18,41	84.51	ELS,		Overhead b Bridges Conduits Trestles	Overhead r Bridges Conduits. Treatles.	Total			
8 OF	4	(30)	Length of draight!	25.65 10.85 27.85 88.85 88.85	428, 19	TUNNELS	Marimum length. (Feet.)	180 250,8 261.5	2,560				
BTIC	Allgament	('es)	Angrepole length (Ali	86.5151.05 51.52.05 5	189.31	ES,		- !	- 61 to				
ACTERISTICS	7	-	nains fo soquing	\$2878	1,188	TRESTLES,	Minimum tength (Feet.)	180 40 190.8	28 				
CHARA			Miles	82523 82523	267 50		Apprepale length. (Fed.)	180 8,777.8 1,591.5	10, 549. 1 116, 141 12, 290				
ຽ									BRIDGES,			<u>!</u>	
		анске.	Ė			Ä	Number.	79€	30°55				
1		Working divisions or branches.	From—	Ashland State line State line Natron Albany Junction Portland	Total		Hem.	Wooden	Trestles Tunnels,				

HAT'GE OF TRACK -- Four feet eight and one half inches; No formiles.

TELEGRAPH.

A .- OWNED BY COMPANY MAKING THIS REPURT.

Oregon & California Railroad Company, 1892.

	1	stern Union	·		
Operated by another company.	<u>'</u> .º_		BOWNED BY ANOTHER COMPANY, BUT LOCATED ON PROPERTY OF ROAD MAKING THIS BEPORT.	Name of operaling conspany.	Western Union Telegraph Company.
	Wes of line. Miles of wire.	88	LOCATED ON PRO		'
hie company.			COMPANY, BUT	Name of owner,	Western Union Telegraph Company
Operated by this company.	Wiles of tine. Wiles of wire.		ANOTHER		Western Unio
	Niles of wine.	8	OWNED BY	Miles of wire	1,676.90
	Hiles of line. Hiles of wire.	*	B	Miles of Mine. Miles of wire	567.50

CAR MILEAGE.

State below all individuals, cooperative fast freight lines, and stock companies to which the company making this report pays mileage for the use of cars.

American Refrigerator Transit Company,
Armour Refrigerator Line,
Angle American Provision Company,
American Live Stock Transportation Company,
Pany,
Bock Browing Company,
Bock Lunham & Co.,

грвиу, Сопарвау

Oregon & California Railroad Company, 1892.

OATH.

STATE OF OREGON, County of Multnomah.

We, the undersigned, R. Koehler, Second Vice-President of the Oregon & California Railroad Company, and Manager of the lines in Oregon of the Southern Pacific Company, and George H. Andrews, Secretary of the Oregon & California Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said companies; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said companies in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said companies during the period for which said return is made.

R. KOEHLER,
Second Vice-President O. & C. R. R. Co., and Manager lines in Oregon S. P. Co.
GEO. W. ANDREWS,
Secretary O. & C. R. R. Co.

Subscribed and sworn to before me this 24th day of September, 1892.
W. D. FENTON,
Notary Public.

REPORT

OF THE

OREGONIAN RAILROAD COMPANY.

(SOUTHERN PACIFIC COMPANY, LESSEE.)

For the year ending June 30, 1892.

HISTORY.

- 1. Name of common carrier making this report? Oregonian Railroad Company.
 - 2. Date of organization? April 16, 1890.
- 3. Under laws of what government, state, or territory organized? [If more than one, name all; give reference to each statute and all amendments thereof.] General Incorporation Laws State of Oregon.
- 4. If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same. None.
 - 5. Date and authority for each consolidation? None.
- 6. If a reörganized company, give name of original corporation, and refer to laws under which it was organized. None.
- 7. [For companies not making operating reports.] What carrier operates the road of this company? Southern Pacific Company.

ORGANIZATION.

Names of directors.	Postoffice address.	Date of expiration of term.
R. Koehler	New York City, N. Y. New York City, N. Y. New York City, N. Y. Portland, Oregon Portland, Oregon Portland, Oregon Portland, Oregon	April, 1893.

Total number of stockholders at date of last election? Eight (8.)
Date of last meeting of stockholders for election of directors? April 19, 1892.
Give postoffice address of general office. Portland, Oregon.
Give postoffice address of operating office. Portland, Oregon.

OFFICERS.

Tille.	Name.	Location of office.
Chairman of the board President	The Calling of the Ca	Name of the Name o
President	T. E. Sullman	New York City, N. Y
Vice-presidentSecond vice-presiden	. K. Koenier	Portland, Oregon.
Second vice-presiden		· <u>!</u>
Third vice-president	T 70 Co.A.s.	Now West Other N. V.
Secretary	. I. E. Gaves	New York City, N. Y
Treasurer	Geo. H. Andrews	Portland, Oregon.
General solicitor		
Attorney or general counsel	O T Tanalana	Garage Col
Comptroller	. G. L. Lansing	San Francisco, Cal.
Assistant comptroller		a m. dia (b)
Auditor	E. C. Wright	San Francisco, Cal.
General manager	A. N. Towne	San Francisco, Cal.
Manager	. R. Koehler	Portland, Oregon.
Chief engineer	. Wm. Hood	San Francisco, Cal.
Superintendent	L. R. Fields	Portland, Oregon.
Assistant superintendent	John McGuire	Portland, Oregon.
Division superintendent		
Division superintendent		•
Superintendent of telegraph		
Traffic manager	Richard Gray	San Francisco, Cal.
Assistant traffic manager		1
Superintendent of telegraph Traffic manager Assistant traffic manager General freight agent Assistant general freight agent General passenger agent Assistant general passenger agent General ticket agent	C. F. Smurr	; San Francisco, Cal.
Assistant general freight agent	E. P. Rogers	Portland, Oregon.
General passenger agent	T. H. Goodman	San Francisco, Cal.
Assistant general passenger agent	E. P. Rogers	Portland, Oregon.
General ticket agent		
General ticket agentAssistant general ticket agent		
General baggage agent		
General baggage agent Superintendent of express		
Land commissioner		1

PROPERTY OPERATED.

[FOR ROADS MAKING OPERATING REPORTS.]

In giving roads, observe the following classification and order:

1. Railroad line represented by capital stock: (a) Main line.(b) Branches and spurs.

 Line operated under lease for specified sum.
 Line operated under contract, or where the rental is contingent upon earnings or other considerations. other considerations.

2. Proprietary companies whose entire capital stock is owned by this company.

5. Line operated under trackage rights.

Name of every railroad the operations of which are included in the income account, page 31.

Λame.	Term	inals.	line for road red.	line for class roads
Name.	From—	To-	Miles each	Miles each of mur
Oregonian Railroad Co. { Main line	Dundee Sheridan Junction	Airlie Sheridan		50.50 7.00
Total	, 	 		57.50

[[]Note.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—Frank J. Miller, clerk.]

I

Oregonian Railroad Company, 1892.

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

[FOR HOADM NOT MAKING OPERATING REIWHIN; OR SCIMIDIARY OPERATING ROADM.]

tilve here a full explanation of the contract existing between road (or roads) mentioned on page 18, and the company by which it is operated. In the case of a subsidiary company making an operating report, its mileage will of course appear on page 9.

The property of this company is leased to the Southern Pacific Company from December 5, 1890. Out of the income received from the property the leases company is to pay the expenses of operation.

I corporation expenses, interest, betterments, and additional and other fixed charges. The bulance remaining after st

Dividends derfaved daring poor. Атопт ***** Remarks Retr. Par value of Total par raine Total am ound Total nash real-tzed, 1,581,100 1,531,100 1, 581, 100 1,531,160 manding. Total number of shares issued. 3,000,000 4 3,000,000 15,311 15,311 STOCK On am't intred during year. 100 00 100 00 ----CAPITAL ; Number of shares issued ---филир жат 30,000 Number of 30,000 authorized, 4 4 8 8 8 **A**hdires Manner of payment for rapidal stock, -Description Common Total Сошшоп..... Preferred отраноп.... seued for cash-Capital stock-Total

				-	10.5	•		+Interest.	
Cluse of bond or obligation. Date of issue.	When due.	Amount of authorized insue.	Amount ixened.	Amgund outstanding.	ted on ized on amount issued.	Rate.	When payable.	Amount accrued during yeat.	Am't paid during year
1st mortgage bonds.		\$ 2,296,650							
Grand total		\$ 2, 296, 650							
	A. – F(FOR MILEAGE	RECAP		ON. MAKING THIS	•	REPORT.		
	3	Total amount	Apportionmen	mment.	Amount per mile of road.	er mile c	froad.	í	
Account.	======================================		To railroads.	To other proper- tics.	. Milcs.	_ *	Amount.	Remarks.	7¢8.
Capital stock, page 17. Bonds, page 19 (grand total)	85	1,531,100 \$	1,531,100		57.50	\$ 59	26, 627 82		
rquipment trust obligations, page Total	65	1, 531, 100	1, 531, 100		57.50	98	26, 627 82		
B.—FOR MILEAGE OPERATED OF		BY ROAD MAKING WHICH ARE INCLUI	THIS DED IN	LEPORT THE I	ACCO	TS	EXCLUDED), GE 31.	THE	OPERATIONS
Name of road.		Capital stock.	Funded debt.		Current liabilities.	•	Total.	Amount per	Amount per mile of road.
								Hücs.	Amount.
Oregonian Railroad	*	1,531,100				•	1,531 100	57.50	26,627 82
Total	a	1.531.100				45	1, 531, 100	57.50	26, 627 82

IMPROVEMENTS.
PERMANENT
AND
EQUIPMENT,
ROAD,
OF
COST

	-	:		-			
,	Erg.	Expenditures during year.	prior.				
•		Not included in o	Not included in operating expenses	Total cost	* Total cost		
Исм	Included in operating expenses,	Charged to the the account as permanent improvement.	Charged to construction or equipment.	Lo Lo June 30, 1841.	to June 30, 1892.	Cost per mile	
Construction— Right of way		용 라					
Febres Grading and bridge and culvert masonry Hridges and trestles							
Other superstructure		2,702,41					
		ં		:			-
		2		' !	+ 1		
()ther items		11,670 62					
		1,635 62					
			7 1				
Total cost construction, equipment, etc Total cost construction, equipment etc		4 0 405 No			\$ 1,641,100 00	\$ 56,427 BS	
		,					

• Cannot give detail. The road was purchased after it was constructed.

Permanent improvements are made at expense of lessee company, and not included in lessor's construction account.

INCOME ACCOUNT.

[FOR ROADS MAKING OPERATING REPORTS.]

		<u> </u>
Gross earnings from operation, page 85 Less operating expenses, page 45	\$ 53,310 36 60,202 23	
Income from operation		
Deficit Dividends on stocks owned, page 37		6,891.87
Interest on bonds owned, page 39		
		1
Income from other sources	****	
Total income		6 , 891 87
Deductions from income—		i
Interest on funded debt accrued, page 28Interest on interest-bearing current liabilities accrued, not other-	 	
wise provided for	\$ 429 33	
Rents, page 47, A	3,470 67	
Permanent improvements, page 29 Other deductions	89, 480 86	
		02 990 66
Total deductions from income		
Net income Deficit		8 100 272 73
Dividends, _\$, common stock		
Dividends, \$\\$, preferred stockOther payments from net income		
Total		
Surplus from operations of year ending June 30, 1892		
Deficit from operations of year ending June 30, 1892		\$ 100, 272 73
Surplus on June 30, 1891 (from general balance sheet, 1891 report) Deficit on June 30, 1891 (from general balance sheet, 1891 report)	 	\$ 41.788 (6)
•		
Additions for year		***************************************
	İ	
Surplus on June 30, 1892 (for entry on general balance sheet, p. 51). Deficit on June 30, 1892 (for entry on general balance sheet, p. 49).		\$ 142,055 73

[[]Note.—Where reference is made in the above table to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—Frank J. MILLER clerk.]

INCOME ACCOUNT.

[FOR ROADS NOT MAKING OPERATING REPORTS.]

	ı	
Income from lease of road for year ending Dec. 31, 1891—deficit		
Interest on bonds owned, page 39 Miscellaneous income, less expenses, page 41		
Income from other sources		
Total income		
Deficit		
Deductions from income— Salaries and maintenance of organization		
Interest on funded debt accrued, page 23. Interest on interest-bearing current liabilities accrued, not		
Interest on interest-bearing current liabilities accrued, not otherwise provided for		
Rents, page 47, A		
Taxes		
Permanent improvements, page 29.		
Other deductions		
Total deductions from income		
Net income		
Dividends, -%, common stock Dividends, -%, preferred stock		
		I
Other nayments from net income	*****	
Other payments from net income		
Other payments from net income		
Other payments from net income Total		
Other payments from net income Total Surplus from operations of year ending June 30, 1892 Deficit from operations of year ending June 30, 1892		
Other payments from net income		
Other payments from net income Total Surplus from operations of year ending June 30, 1892 Deficit from operations of year ending June 30, 1892		
Other payments from net income		
Other payments from net income Total		
Other payments from net income Total		
Other payments from net income Total		

The road is operated by the Southern Pacific Company under lease, and the surplus or deficit is for the benefit of that company. There is no earnings or expenses to report during the year.

[[]Note.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]

EARNINGS FROM OPERATION—STATE OF OREGON.

Item.	Total receipts.		Deductio account repaymen etc.	oj 💮	Act	n al carnings
Passenger—						
Passenger revenue	\$ 13, 245 01					
Less repayments—		_			1	
Tickets redeemedExcess fares refunded		8				
Excess lares refunded		i		39	1	
Other repayments		[921	76		
Total deductions			961	97	· 	+ 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4
	!	 —			.	
Total passenger revenue		Ì			. \$	12,283 04
Mail					. •	2,905 27
Express					.}	1,517 34
Extra baggage Other items	 				.]	88 14
Other items					.	
Total passenger earnings		ļ			9	16, 79\$ 79
Freight—		i '				•••
Freight revenue	\$ 32,554 16	1			ŀ	
Less repayments—	1 02,001 10	!			. ~ ~ 	
Overcharge to shippers	1		591	79		
Other repayments		1		98	_	
o and tobal monarca anatornous properties		·l		••••	_	
Total deductions		S	603	77		
	i	1			-	
Total freight revenue		1			.! g	31,950 [2]
Stock yards	· · · · · · · · · · · · · · · · · · ·	!			.	
Elevators.	,	i			. j	
Other items						
Total freight earnings					8	31,950 89
Total Height cal allignment and the second					-	
Total passenger and freight earnings	1	1			8	48,744 18
Other and and the second and the second	1				1	
Locomotive and car mileage, balance					.	4, 260 40
Locomotive and car mileage, balance					1	
Telegraph companies		i			.1	8D 94
Telegraph companiesRents :rom tracks, yards, and terminals		1				
Rents not otherwise provided for		l			. 1	140
Other sources						142 88
	1				 	
Total other earnings					. \$	4,566 18
	1	Ī				58, 310 36
M3-A-3					16	JAL MIU (IV
Total gross earnings from operation, Oregon.					. j ⊈	.,,,,,,,,
Total gross earnings from operation, Oregon- Total gross earnings from operation, entire line					1	53, 310 36

OPERATING EXPENSES.

[Apportionment between passenger and freight traffic is estimated according to the rule prescribed by the interstate commerce commission.]

Item.	Chargeable to passenger traffic.		Total.
Maintenance of way and structures—	1		
Repairs of road way			8 15,875 08
Renewals of rails			317 6
Renewals of ties			294 4
Repairs of bridges and culverts			6,315 0
tle guards			612 6
Renairk of buildings	i	<u> </u>	1 1.273 0
Repairs of docks and wharves			
Repairs of telegraph			21 6
Other expenses	1		1,793 7
		\ <u></u>	
Total	·		\$ 26,503 5
Maintenance of equipment—			
Repairs and renewals of locomotives			2,885 3
Repairs and renewals of passenger cars			1.004 0
Repairs and renewals of freight cars			3,663 5
Repairs and renewals of ferry-boats, tugs, floats,		1	1
Shop machinery, tools, etc.			,
Shop machinery, tools, etc.	·		
Other expenses			2,317 7
	1		2 10 071 4
Total			\$ 10,651 1
Conducting transportation— Wages of enginemen, firemen, and round-house-	. 1	İ	
men			4,319 8
Fuel for locomotives			2,909 2
Water supply for locomotives			576 93
All other supplies for locomotives			244 8
Wages of other trainmen			
All other train supplies			308 0
Wages of switchmen, flagmen and watchmen Expense of telegraph, including train dispatchers			17 00
and operators			2,244 4
Wages of station agents, clerks, and laborers			3, 150 70
Station supplies	1	ī	192.69
Switching charges, balance		 	
Engine and car mileage, balance	 		947 8-
Loss and damage			1,350 2
Injuries to persons			19 50
Barges, floats, tugs, ferry-boats, expenses of, in-		1	
cluding wages, fuel, and supplies Other expenses			Cr. 91 1
Total			\$ 20,798 8
General expenses—			20,700
Salaries of officers			893 8:
Salaries of clerks			1,066 6
General office expenses and supplies			129 8
Agencies, including salaries and rent		 	
Advertising			92 60
Commissions			
Insurance			
Expense of fast freight lines			!
Expense of traffic associations			
Expense of stock yards and elevators			
Rents for tracks, yards, and terminals, page 47, B			94.3
Rents not otherwise provided for			
Legal expenses		I	868 79
Stationery and printing			158 1
Stationery and printing() ther general expenses			126 56
Total			
	1	-	I

[Note.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—Frank J. MILLER, clerk.]

OPERATING EXPENSES—CONCLUDED.

[Apportionment between passenger and freight traffic is estimated according to the rule prescribed by the interstate commerce commission.]

<i>Item</i> .	Chargeable to passenger traffic.	Total.
Recapitulation of expenses— Maintenance of way and structures Maintenance of equipment Conducting transportation General expenses		 \$ 25,508 50 10,651 12 20,798 84 3,248 77
Grand total Percentage of expenses to earnings, entire line Operating expenses, Oregon— Maintenance of way and structures Maintenance of equipment		\$ 60,202 23 112 93
Conducting transportation General expenses Total Percentage of expenses to earnings, Oregon		

COMPARATIVE GENERAL BALANCE SHEET.

Year ending June 30, 1892.	d. Increase. Increase.					1,531,100	-	1,531,100		1,581,100
Jum 30, 1992.	Ilem. Total.	<u> </u>	 -					;		;
	W .					******		4 P		
Special Control of the Control of th			Cash and current assets, page 23	68	Profit And Jose	Grand total	Liabilitien.			Grand total
Уняе 30, 1801.	Tritol.	1,54		***		\$ 1,581,100		1,581,100	1	1,581,100
Sune 3	Ilros.				4 1			,		

CONTRACTS, AGREEMENTS, Erc.

existing contracts, agreements, errangements, etc., with other companies or persons, concerning in. Give the statement in the following order, viz.: 1. Express companies. 2. Mails. 3. Sleeping, tht or transportation companies or lines. 5. Other rathroad companies. 6. Steamboat or steamship Other contracts.

No change from last report.

[NOTE.-Where reference in the above tables is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—Frank J. Miller, clerk.]

EMPLOYÉS AND SALARIES.

Class.	Number.	Total number of days worked	-	otal yearly mpensation.	dai	verage ly com- section.
General officers			8	893 82		
General office clerks		.]	-	1,066 65		
Station agents, including agents who are also		1		_		
telegraph operators	10	3, 130		3,542 97	8	1 13
Other station men.						
Enginemen	2	626	· I	2,384 72	1	3 81
Firemen	$\frac{2}{3}$	626		1,412 24	1	2 35
Conductors	2	626		1,635 14	1	2 61
Other trainmen	3	939		2, 103 50	1	2 24
Machinists	1	313		1, 114 56	i	3 56
Carpenters, shop	1	313		1,043 76	i	3 33
Other shopmen	2	626		1,336 32		2 13
Section foremen	7	2, 191		4,320 00	1	1 97
Other track men	21	6,573	-	10,716 00		163
Switchmen, flagmen, and watchmen					.	
Telegraph operators and dispatchers, exclud-	•				í	A 90
ing men as shown above	1	313		744 45	1	2 38
Employes—account floating equipment			 -		.	a 15
All other employes and laborers	10	3, 130	Ì	9,912 33	i.	3 17
Carpenters, B. and B.	26	8, 138		24,004 80	.	2 95
Total (including general officers), Oregon	88	27,544	8	66, 231 26	8	2 40
Less general officers				893 82	 	
Total (excluding general officers), Oregon- Distribution of above—	88	27,544	\$	65,837 44	\$	2 37
General administration		10 100	Ì	1,960 47	}	2 31
Maintenance of way and structures	54	16, 902		39,040 80	Ĭ	2 79
Maintenance of equipment	4	1,252	Ì	3, 494 64	ļ	
Conducting transportation	30	9, 390		21,735 35	.	2 31
Total (including general officers), Oregon Less general officers	88	27,544	8	66, 231 26 893 82		2 40
Total (excluding general officers), Oregon	88	27,544	8	65,337 44		2 37
Total (including general officers) entire						

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

	Column for ton- nage, number passengers, num- ber trains, mileage, number cars.	Column for revenue and rates.
Passenger traffic—		
Passenger traffic— Number of passengers carried earning revenue Number of passengers carried one mile Average distance carried	25,705	
Atamoer of passengers carried one mile	327,007	
Average distance carried	14.73	8 19 983 04
iverage emount received from each nassenger		1 48
Average receipts per passenger per mile *Estimated cost of carrying each passenger one mile		.0275
*Estimated cost of carrying each passenger one mile		
Total passenger earnings, page 3)		16,793 79
Total passenger earnings, page 35	57.50	292 06
Passenger earnings per train-mile		.91
Freight traffic—	44.004	
Number of tons carried of freight earning revenue. Number of tons carried one mile	46,094	
Number of tons carried one mile	1,024,957	
Average distance haul of one ton	22.25	31,950 39
Total freight revenue, page 35		31,300 39
Average amount received for each ton or neight		.0312
Average receipts per ton per mile *Estimated cost of carrying one ton one mile		.0012
Total freight earnings, page 55		31,950 39
Freight earnings per mile of road		555 66
Freight earnings per train-mile		.842
Donner and freight	l l	1
Passenger and freight revenue, page 35 Passenger and freight revenue per mile of road	· · · · · · · · · · · · · · · · · · ·	44, 223 43
Passenger and freight revenue per mile of road		769 28
Passenger and freight carnings, page 30		1 48,744 18
Passenger and freight earnings per mile of road		847 72
Gross earnings from operation, page 35		53, 310 36
Gross earnings from operation per mile of road		927 14
Expenses, page 45Expenses per mile of road		60, 202 23 1, 047 00
Frain mileage—		1,017 00
Miles run by passenger trains	1 1,119	
Miles run by freight trains	743	
Miles run by mixed trains	46,601	
Total mileage trains earning revenue	51,463	
Miles run by switching trains	48.00	
Miles run by construction and other trains.	16,907	
Connd total train mileson	68,370	
Grand total train mileage Mileage of loaded freight cars—north or east) 1	
Mileage of loaded freight cars—south or west	113,054	
Mileage of empty freight cars—north or east	S 1	
Mileage of empty freight cars—south or west		
Average number of freight cars in train	i 4.30	
Average number of loaded cars in train	3.0 0	
Average number of empty cars in train.	1.30	
Average number of tons of freight in train		
Average number of tons of freight in each loaded car	¹	

^{*} Cannot state.

FREIGHT TRAFFIC MOVEMENT.

[COMPANY'S MATERIAL EXCLUDED.]

	Commodity.	Freight originating on this road.	Freight received from connect- ing roads and other carriers. (Whole tons.)	Total freight	lonnage.
		(Whole tons.)	Freight from ing ro other (Who	Whole tons.	Per cent.
Produc's of	Tobacco			1,591 409 152	
	Cotton Fruit and vegetables Other Live stock Dressed meats Other packing-house products			189 258 90	. 41 . 56 . 20
Products of animals.	Poultry, game, and fish			78 55 5	.17
Products of mines.	Stone, sand, and other like articles Other			10	.02
Products of forest.	Lumber. Wood Other Petroleum and other oils Sugar Sugar Wood Wo			610 12, 752 142	1.33
Manufac- tures.	Naval stores			30 103	.06
tures.	Cement, brick, and lime			28	.06
Merchandise Miscellaneou Company's	(Other			62 1,486 20 4,608	13 3.25 .04 10.00
Total t Total t	onnage, Oregononnage, entire line			41,486	100.00 100.00

DESCRIPTION OF EQUIPMENT.

Item.	Number added during year.	Total number al end of year.	E quip	oped with train brake.	Equip autor	ment fitted with natic coupler.
	Numb duris	Total al end	No.	Kind.	No.	Kind.
Locomotives— Passenger Freight Switching Leased	*1	6	3	Westinghouse_		
Total locomotives		6		Westinghouse Westinghouse	6	Miller.
Second-class passenger cars Combination passenger cars Emigrant cars						Miller.
Dining cars					 q	 Miller.
Other cars in passenger service		9		: Westinghouse _	\	Miller.
Cars in freight service— Box cars Flat cars Stock cars	†2	115 96				
Coal cars Tank cars Refrigerator ears Other cars						1
TotalCars in company's service— Gravel cars	*2	211				
Derrick cars Caboose cars Other road cars	-	2				
Total Cars contributed to fast freight line service—		2				
Total cars owned	*2	222	9	Westinghouse _	9	Miller.
Grand total cars	*2	222	9	Westinghouse .	9	Miller.

^{*} Decrease. † Increase.

OPERATED
ROAD
OF
A.—MILEAGE

	1		•							1
	Line repr capilal	Line represented by capital stock.	Line of	Line oper-	Line oper-	Line oper-	Total mile-	New line	Rails.	ζε.
Line in age.	Main linc.	Branches and spurs.	proprietary companies.	aled under leose.	contract,	truckage rights.	age operated	constructed during year.	Iron.	Steel.
Miles of single track	50.50	2.00			1		57.50		%; .58 %; .5%	25.22
Miles of fourth track Miles of yard track and sidings	3.58	1.39		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		3	4.8	1.47	4.92	
Total mileage operated (all tracks)	54.03	9. 30 9. 30					62. 42	1.47	37.20	ह्य इ.स
		B.—MILEAGE I.—MILEA	OF GE OP	}	STATES AND TERRITCROAD MAKING THIS REPORT	D TERRITORIES.	RIES.	;	-	1
	Line represented capital stock.	Line represented by capital stock.	Line of	Line oper-	Line oper-	New line	Total mile- ave. exclud-	Line oper-	Raile.	ž
. Acta of the fact of the	Main line.	Branches and spurs.	proprivary companies.	den imaer lease.	contract, etc.	constructed during year.		trackage rights.	Iron.	Stred.
State of Oregon	50.50	7.00					57.50		32.28	25.22
Total mileage oper- ated (single track)	50.50	7.00					57.50		32.28	28.22
		() H	MILEAGE OW!	OWNED BY ROAL	اءا	MAKING THIS REPORT	 	† ;	! ,	,
State or territoria	Linc repre capital	Linc represented by capital stock.	Line of	Line oper-	Line oper- ated under	New line	Total mile-	Line oper- ated under	Raile.	/k.
	Hain linc.	Branches and spurs.	companies.	lease.	contract, etc.	during year.	ing trackane rights.	trackane rights.	Iron.	Steet.
State of Oregon	50.50	7.00	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1				67.50		32.28	25. 22
Total mileage owned (single track)	50.50	7.00	1 1 1 1 1 2 2				57.50		32.2×	26. 22

RENEWALS OF RAILS AND TIES.

25	New rails laid during year.	year.			New ti	New lies laid during year.	jear.	
Kind.	Tons.	Weight per yard. (Pounds.)	Average price per ton at distributing point.		Kind.		Number.	Average price at distributing point.
Iron				Mountain	**		1,565	
Total iron				Total.	;		1,565	
Total steel								
	CONE	CONSUMPTION	OF FUE	L BY	LOCOMOTIVES.	VES.		
•	;	Coa	Oval — Tons.	Wood -	Wood — Ovrds.	Twat fue.		Average
Locol	Г.охотой ген.	Inthractte.	Bituminous.	Hard.	Soft.	consumea— tons.	Muck run.	ernsumed per mile.
Passenger. Freight					អន	13 10	1,119	88
Switching Construction Mixed					128	65 491	16, 907	8
Total Average cost at distributing point	outing point				1,156 \$ 2 50	579	68, 370	91

ACCIDENTS TO PERSONS.

				Emplo	ryes.			
Kind of accident.	Train	men.	flagme	hmen, n, and hmen.		her loyes.	Total	al.
	Killed.	Injured.	Killed.	Injured.	KWcd.	Injured.	Killed.	Injured.
Coupling and uncoupling Falling from trains and engines Overhead obstructions Collisions	, 	1						1
DerailmentsOther train accidents (described briefly below) At highway crossings								
At stationsOther causes (described briefly below)	 	1				1		
Total		2				1		3
			' !	<u>'</u> . '.	OU)	ers.		
Kind of accident.	Passe	ngers.	Trespassing.		Not trespassing.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Infured.	Küled.	Insured.
Collisions Derailments Other train accidents (described briefly below) At highway crossings At stations		-						
At stations								

Trainmen. Other causes. Brakeman, while switching, stepped on end of tie and slipped, spraining ankle. Other employes. Other causes. Laborer's hand fractured handling bridge timbers.

	1 ,				; - ; }		;	1	1		ŧ	1
			¥	Alignment.					Profile.			
Working di	Working divisions or branches.			of.	.əni	+	Ascen	Ascending grades	des.	Descen	Descending grades.	ades.
1	; ; ;	· 	.89a1u2	l ength 1 1 6. (Mi	traight l	.ənil ləvs		ents.	તીણારી વિદેશ (.કર્મોસ	<u> </u>	'sjuos	length gribng (.səliM
From—	- FE	.Niles.	fo 13quing	Aggregale il byrtus	Length of 8 (Miks.)	Length of l (Ailes.)	Vumber.	oso fo ung (Fed.)	Aggregute of ascen grades. (Number.	Sum of des	Aggregate of desc grades.
DundeeSheridan Junction	AirlieSheridan	50.50	68 10 10	10.18	40.32 5.60	7.45	83	596 91	8.4. 8.8.	2°5	540 76	19.71
Total		57.50	108	11.58	45.92	8.35	112	687	27.61	85.	616	21.61
	BRI	DGES,	TRESTLES,	LES,	TUNNELS,	VELS,	ETC.	_	_	-		
Ikm.	Number.	Aggregate length. (Fect.)	Minimum kmglh. (Fed.)		Maximum length. (Fret.)		Ita	Item.		Number.	3 2	Reight of west above surface of vit. (Feet)
Bridges—Stone	1		1 1 1	1		Overbead Bridges	i highway	ay erossings	ngs.			
Wooden Combination	g	516	99	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	150	Trestles.	88	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	i i i i i i i i i i i i i i i i i i i			
TrestlesTunnels	14	13,618	08		8	Total Overhead r Bridges Conduits	Total verhead railway Bridges Conduits	y crossings		1	
						Trestles Total Tunnels	s. .al					

GAUGE OF TRACK-Three feet; 57.50 miles.

				TELE	TELEGRAPH.		_
			AOWNED	BY COMPAN	Y MAKING	COMPANY MAKING THIS REPORT.	
		Operated by this company	this company			Operated by another company	
पारत्य क्षा समार.	मावन कु समट, जामहम कु एपार	Miles of line.	Miles of wire.	Miles of line.	Miles of wine.	Name of operating company.	
-a		B.—OWNED BY ANOTHER COMPANY,		BUT LOCATE	di	BUT LOCATED ON PROPERTY OF ROAD MAKING THIS REPORT.	i
Miles, of line.	Miles of wire	,	Хаже об окис	t		Name of operating rompany.	-
08 87	55.30	Western Unfo	Western Union Telegraph Company	ompany	Western	Western Union Telegraph Company	1
STATE OF	STATE OF OREGON, SECONDARY OF MURROMSH.	*		. v o	OATH.		
Subscribed as	ed avvorts to be	fore me this 24	Subscribed and sworn to before me this 24th day of September, 1822 W. D. FENTON.	ember, 1882 TON.		Treasurer	Jrez I

REPORT

OF THE

PORTLAND & WILLAMETTE VALLEY RAILWAY COMPANY.

For the year ending June 30, 1892.

HISTORY.

- 1. Name of common carrier making this report? Portland & Willamette Valley Railway Company.
 - 2. Date of organization? January 19, 1885.
- 3. Under laws of what government, state, or territory organized? [If more than one, name all; give reference to each statute and all amendments thereof.] General Incorporation Laws State of Oregon.
- 4. If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same. None.
 - 5. Date and authority for each consolidation? None.
- 6. If a reörganized company, give name of original corporation, and refer to laws under which it was organized. None.
- 7. [For companies not making operating reports.] What carrier operates the road of this company? None.

ORGANIZATION.

Names of directors.	Postoffice address.	Date of expiration of term.
R. KoehlerJohn McCraken	San Francisco, California San Francisco, California Portland, Oregon Portland, Oregon Portland, Oregon Portland, Oregon Portland, Oregon Portland, Oregon	June, 1893.

Total number of stockholders at date of last election? Sixteen (16.)

Date of last meeting of stockholders for election of directors? June 21, 1892.

Give postoffice address of general office. Portland, Oregon.

Give postoffice address of operating office. Portland, Oregon.

OFFICERS.

Title.	Name.	Location of office.
Chairman of the board President First vice-president Second vice-presiden		
P res ident	Chas. F. Crocker	San Francisco, Cal
First vice-president	R. Koehler	Portland, Oregon.
Second vice-presiden	' D. F. Sherman	Portland, Oregon.
Third vice-president		I
Secretary	Goo H Androws	Portland, Oregon.
reasurer) Geo. II. Andrews	Lordand, oregon.
teneral solicitor		
Attorney or general counsel	_	
Attorney or general counsel		
Assistant comptroller	4	
AuditorAssistant auditor		• • • • • • •
Assistant auditor		
Manager	R. Koehler	Portland, Oregon.
Assistant general manager		
Assistant general manager Chief engineer Superintendent Assistant superintendent Division superintendeut		
Superintendent	L. R. Fields	Portland, Oregon.
Assistant superintendent	John McGuire	Portland, Oregon.
Division superintendent		
Division superintendent	1	
Division superintendent		
Division superintendent		
Frame manager		
Assistant traffic manager	· ·	†
General freight agent		
Assistant general freight egent	E P Rogers	Portland Oregon.
Canaral nassangar agont.	IN E. INDECEMBER.	
General freight agent Assistant general freight agent General passenger agent Assistant general passenger agent General ticket agent	F P Rogers	Portland Oregon.
Canaral ticket agent	20 A. HUBUR anners men	I Ottiana, orașe.
Assistant general ticket agent	,,', ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	
General baggage agent		
Superintendent of express		
Land commissioner		
Lakiu CUIIIIIISSIUIIBI		

PROPERTY OPERATED.

[FOR ROADS MAKING OPERATING REPORTS.]

1	n givi	ng roac	ls, o	bserve	the	fol	lowir	ag c	lassi	ficati	ion	and	ord	er	:
---	--------	---------	-------	--------	-----	-----	-------	------	-------	--------	-----	-----	-----	----	---

1. Railroad line represented by capital stock: (a) Main line.

Line operated under lease for specified sum.
 Line operated under contract, or where the rental is contingent upon earnings of other considerations.

(b) Branches and spurs. 2. Proprietary companies whose entire capital stock is owned by this company.

5. Line operated under trackage rights. Name of every railroad the operations of which are included in the income account, page 31.

Name.	Term		line for h road med.	to a d n
	From—	<i>To</i> —	Miles	Muc ea of of
Portland & Willamette Valley Railway Company main line	 Portland	Dundee	2×. 50	28, 50
Total	' 		24,50	28,50

[[]Note.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER. clerk.] clerk.]

STOCK.	
CAPITAL	

			•	,	1	1.	ı		•	ļ	
a a	Бестрбок			Number of shares authorized.	Pur radue of sharen.		Phul par value anthorized.	<u> </u>		Dividends derlared during year. Rate. Amount.	during year.
-	t			;		_	ŀ	<u> </u>	 - -	-	
Capital stock—Common Preferred				7,600	8	20 00	160,000	*	144,240		# h h h h h h h h h h h h h h h h h h h
Total	;	:	1	7,500	R	 00 03 00 03	150,000	*	144,240		
Namer of payment for eaptlet stock.	invent for a	apilai stori	1	Number of shares issued during yeur.	Cash renticed on am't issued during year.		Total number of shares bound.	Third couch read-	d, real-	Remarks	
Lesued for cash— Common Lesued for construction	-00						7,212	-	144,240		
Trenda for roward Newthon	HAM.										
Total	749	1	1.			1 .	7,212	¥ ••	144,210		
, 1	MO	MORTGAGE	BONDS,	FUNDE		DEBT.		AND INCOME	ME BONDS.	ක්	
	Time	¥ '	Amountof			1	Quak real-			† Interest.	
obligation	Date of	When	authorized læue.		issued, ou	amount outstanding.	control on the control of the contro	Rate.	When	Amount accrued during year.	Am't paid during year
1st mortgage bonds.	{ Dec. 29, July 1,] 1885. 1906. }	July 1, 1	400,000	_ ,49_1	400° 000	400, 000	\$ 400,000	% 	Jan., July.	1 38,000	
Grand total			\$ 400,000	•	100,000	400,000	\$ 400,000	00			

Portland & Willamette Valley Railway Company, 1892.

			,	Juneary P.		Interest.	red.
	(fresh of debt.	Amen	Amonné immert	outstanting.	#, S	Amount accraed during year.	Amount paid during year.
Mortgage bonds, page 19. Mixellaneous obligations, page 21. Income bonds, page 19.	9 page 21	<u>.</u>	+00,000,00+	00 000 000	<u>_</u>	28,000 00	
Total		<u>.</u> _	400,000 00	\$ 100,000 00		28,000 00	
Onk and current a	CURRENT ASSE	2	AND L	AND LIABILITIES. ("urrent liabilities accrued to and including June 30, 1492.	3. Tued to a	nd incheding Ju	ne 30, 1492.
f'n.o.b.	i individuele	200 81 1,817 72 23 85 24,911 82		And And an Andrew of the Andre		The second secon	40,778 17,671 1,809
Total		512, 840 94	Matured	Matured interest coupons unpaid (including coupons	() Diseid	Including coupons	107, 205 00
			.rota	Total			.,

[NOTE.-Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railwad company -FRANK J. Millike, cloth.]

Acrount.	Total amount	Apport	Apportionment.	Amount 1	Amount per mile of road.	,	
	ontstanding.	To railroads.	To other properties.	cr. Mikes.	Amount.	RON	Remarka.
Capital stock, page 17	\$ 144,240 400,000	\$ 144,240 100,000		28.50	\$ 5,061 05 14,085 09		
Total	\$ 544,240	\$ 544,240			19,096 14		
Vine of read	Comital stock	Funded dely		"urrent liabilities	Total	Amount pa	Amount per mile of road.
		<u></u> - <u></u>				.Hiles.	.Imount.
Portland & Willamette Valley Rail- way	\$ 141,240	**	400,000	486, 537 94	\$ 1,030,777 94	% %	\$ 36, 167 65
Total	\$ 144,240	97>	\$ 000,000	486,537 94	\$ 1,030,777 94	28,50	\$ 36, 167 65

	Espen	Expenditures during the year.	r year.			
		Not lucluded in operating expenses	эклаций серенеся	* Total cost	*Total cost	
Item	Inchiced in operating crisenses,	Charged to income account as permanent improvements.	Charged to construction or real practic	June 30, 1191.	June 30, 1892.	Ond per mile
Right of way			多名			1
ing and bridge and cultie guards		,	54 ¢7.7			
tures	. !!		1,277 %	:!		
			00 852			
			3,777 11			
d road			189 18			
			81 ext			
			426.30			
			# 1,215.57	1 1	\$ 755, TKS 18	

^{*} Road was built by soutract, including the equipment. Cannot give detail

INCOME ACCOUNT.

[FOR ROADS MAKING OPERATING REPORTS.]

· -	Ī	-		ł	
Gross earnings from operation, page 35	\$	115,031	25		
Less operating expenses, page 45	!	92, 955	07		
Income from operation				5	22,076 18
Deficit	1			i	
Dividends on stocks owned, page 37					
Interest on bonds owned, page 39					
Miscellaneous income, less expenses, page 41	!			†	
Income from other sources					
Total income	İ				00 076 19
Total income				3	22,070 15
Deductions from income—				 	
Interest on funded debt accrued, page 23	i s	28,000	00		
Interest on interest-bearing current liabilities accrued, not other-	. 1	2 ., 000			
wise provided for	1	28, 147	08		*****
Rents, page 47, A	!				
Taxes		3, 349		1	
Permanent improvements, page 29			-==		
Other deductions	1	155	78	¦	
Total deductions from income					59,651 86
Net income	1			-	
Deficit				<u>\$</u>	37 575 68
Dividends, 4. common stock				i	07,070 00
Dividends, -%, common stock Dividends, -%, preferred stock					
Other payments from net income.					
	ļ			!	
Total					
the market from a postion of the same at the town of the same of t	!			1	
Surplus from operations of year ending June 30, 1892					
Deficit from operations of year ending June 30, 1892					
				. — <u>——</u> I	
Surplus on June 30, 1891 (from general balance sheet, 1891 report)					
Deficit on June 30, 1891 (from general balance sheet, 1891 report)				8	210, 221 41
	1			l	
Additions for year Deductions for year				ļ	
Deductions for year					
Surplus on June 30 1899 (for outry on conoral halance sheet in 51)	!				
Surplus on June 30, 1892 (for entry on general balance sheet, p. 51). Deficit on June 30, 1892 (for entry on general balance sheet, p. 49)				8	247 797 00
reners on the on, loss (for oner) on general valance succe, p. 35)					271,131 03

[[]Note.—Where reference is made in the above table to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—Frank J. MILLER clerk.]

EARNINGS FROM OPERATION—STATE OF OREGON.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Passenger—			
Passenger revenue	. \$ 45,592 38		
Less repayments—	i	00 51	
Tickets redeemedExcess fares refunded		\$ 22 51 45 90	
Other repayments			
Omer repayments		1,014 04	
Total deductions	ľ	\$ 1,383 03	
Total passenger revenue			\$ 44,209 35
Total passenger revenue			1,732 01
Express			758 71
Extra baggage and storage	 	 	70 93
Other items			
Total passenger earnings		}	\$ 46,771 00
Freight—	· [,
Freight revenue	8 66,669 34		
Less repayments—	1		1
Overcharge to shippers		8 14 74	
Other repayments		173 20	
Total deductions		8 187 94	
	1	 	·
Total freight revenue			'8 66,481 40
Stock yards			
Elevators	·,		
Other items			
Total freight earnings			\$ 66,481 40
Total passenger and freight earnings			\$ 113, 252 40
Other earnings from operation— Locomotive and car mileage, balance Switching charges, balance Telegraph companies			1 4 101 10
Locomotive and car mileage, balance		;	1, 121 19
Switching charges, balance			3 75
Telegraph companies			1
Rents from tracks, yards, and terminals Rents not otherwise provided for			55 27
Other sources			606 14
(viie) sources			
Total other earnings		 	8 1,778 85
	1	1	
-			
Total gross earnings from operation, Oregon.			\$ 115,031 20
-			\$ 115,031 25 115,031 25

OPERATING EXPENSES.

[Apportionment between passenger and freight traffic is estimated according to the rule prescribed by the interstate commerce commission.]

Item.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
Maintenance of way and structures—		i 1	
Repairs of roadway			\$ 10,740 13
Renewals of rails		·	139 92
Renewals of ties			881 90
Repairs of bridges and culverts		•	i
tle guards		1	626 48
Repairs of buildings			1,811 20
Repairs of docks and wharves			62 00
Repairs of telegraph ()ther expenses			
-		\ <u></u>	
Total	· · · · · · · · · · · · · · · · · · ·	1 	\$ 19,951 16
Repairs and renewals of locomotives			3,792 06
Repairs and renewals of passenger cars			1 617 64
Renairs and renewals of freight cars	.1		4,617 64 5,589 24
Repairs and renewals of freight cars			
Repairs and renewals of ferry-boats, tugs, noats and barges	.		320 00
Shop machinery, tools, etc.			3 91
		·	2,044 83
Total			¹ 8 16,367 68
Conducting transportation— Wages of enginemen, firemen, and round-house			
men menen, menen, and round-nouse	!	1	8,991 16
Fuel for locomotives			6,026 40
Water supply for locomotives			180 61
All other supplies for locomotives			430 42
Wages of other trainmen	,		7,417 56
All other train supplies			569 65
Wages of switchmen, flagmen and watchmen	.		619 86
Expense of telegraph, including train dispatchers	S ,	1	
and operators Wages of station agents, clerks, and laborers		1	1,970 54 7,813 51
Station supplies			532 89
Switching charges, balance		1	004 0.
Car mileage, balance			5, 157 59
Loss and damage			586 46
Injuries to persons	.1		
Barges, floats, tugs, ferry boats, expenses of, in-	- }		1
cluding wages, fuel, and supplies Other expenses	·		
Other expenses			193 10
Total	•	•	1
General expenses—			l .
Salaries of officers			7
Salaries of clerks			1,846 93
General office expenses and supplies			230 87
Agencies, including salaries and rentAdvertising			209 49
Commissions			
Insurance			
Expense of fast freight lines			
Expense of traffic associations			
Expense of stock yards and elevators			
Rents for tracks, yards, and terminals, page 47, I	}'		154 60
Rents not otherwise provided for			
Legal expenses		1	1,912 81
Stationery and printing.		 } #### ###############################	. 383 96
Other general expenses	·		.; 556 23
Total			\$ 10.559 09
Total			10,002 02
[Nows Where reference in the above table is	 madatoo ma !	 14—244 242 242 244 24	

[Note.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—Frank J. Miller, clerk.]

OPERATING EXPENSES—CONCLUDED.

[Apportionment between passenger and freight traffic is estimated according to the rule prescribed by the interstate commerce commission.]

Item.	Chargeable to passeng er traffic.	Chargeable to freight traffic.	Total.		
Recapitulation of expenses— Maintenance of way and structures Maintenance of equipment Conducting transportation General expenses			16, 367 68		
Grand totalPercentage of expenses to earnings, entire line					
Operating expenses, Oregon— Maintenance of way and structures Maintenance of equipment Conducting transportation General expenses					
Total Percentage of expenses to earnings, Oregon					

Portland & Willamette Valley Railway Company, 1892.

CE SHEET.	June 80, 1804.	Total. Increase. Decrease	8 755,188	27,797 67		217, 797 09 8 37, 575 GN	\$ 1,480,777.94 \$ 43,859.21		400,000 00		8 1,080,777 94 8 43,959 21
COMPARATIVE GENERAL BALANCE SHEET.	!	Here	100 M		Cash and current assets, page 23	Sinking fund Sundries Profit and loss	(francia total	Liabditira.	Captal stock, page 17	Profit and loss	Grand total 8 1,080,777 94
	June 20, 1891.	Rem. Total.	748,799 63	19 181 12		210,221 41	\$ 946,818 78		144, 240 00 C 400, 000 00 F 442, 578 78		\$ 986,814.78

4. All leases taken or surrendered 5 All consolidations or 8 All important financial changes (other than those above

OREGON

Q.F

YEAR-STATE

THE

DURING

CHANGES

MPORTANT

Portland & Willamette Valley Railway Company, 1892.

1 None 2. None 3. None 4 None 5. Road operated by receiver appointed to the United States district court for Oregon, since February 4, 1892. Reports rendered are consolidated reports of the company and the receiver, covering the full annual period ending June 31, 1892. I. None 2. None 2. None 2. referred to).

Here present statements as follows: 1. All extensions of road put in operation distribution tender of the statement of the st

reinganizations effected.

CONTRACTS, ACREEMENTS, Erc.

sments, etc., with other companies or persons, conversing porder, viz. 1. Express companies, 2. Mails, 3. Sleeping, 5. 5. Other railroad companies, 6. Steamboat or steamship

the t

8. Other contracts. 7. Telegraph companies. companies. METO

3. None 1 Wells, Fargo & Co. operates express over road. Amount received, \$44 per mouth. 2 Contract with United States government. None. 5. None. 6. None. 6. None. 7 Western Phion Telegraph Company operates lines jointly with Radiroad Company N. None.

Ŗ DEBT - PAGE FUNDED SECURITY FOR

	nd,			
1 What		<u>-</u> -		-
H'het	alle of line. mortgued		[All	_
A hanount.	mile of time.	1	28.50 F 14,035 09 All	
•	Miles.		_	_
B'hat road mortonoed.			Dundee	
B'hat	Pront		Portland	
the second former of the second	"acceleration to estado di marco. "		First mortgage bonds	

[Nors.-Where reference in the above table is made to a page, it directs attention to the page of the binnk report which the commission sent the relirond company -Frank J Millies, clerk] 3

EMPLOYÉS AND SALARIES.

Clare.	Number.	nber. Total Total yearl days worked compensatio			Average daily compensation.		
General officers	4	1, 252	\$	5,257 13	8	4 20	
General office clerks	2	626	ļ	1,846-93	1	2 95	
Station agents, including agents who are also	_		Í				
telegraph operators	5	1, 565		2, 496 24	1	1 60	
Other station men, including men who are	4.	1 0=0	Ì	0.001.71	ŀ		
also telegraph operators	6	1,878	1	3, 281 51	1	1 75	
Enginemen	4	1,252	[5,375 51		4 29	
Firemen	3	939	•	2,643 71	1	2 82	
Conductors	3 5	939	1	3, 223 92		3 43	
Other trainmen		1,565	1	4, 193 64	1	2 68	
Machinists	2	626	, 1	2,229 13	ļ	3 56	
Carpenters, shop	2 5	626		2,087 52		3 33	
Other shopmen	3	1,565	1	3,340 80	1	$\frac{2}{2}$ 13	
Section foremen	13	939		2, 160 00	Į.	2 30	
Other trackmen	10	4,069	i	6,236 64		1 58	
Switchmen, flagmen, and watchmen	1	313	1	619 87	1	1 98	
Telegraph operators and dispatchers, exclud-	2	coc	1 	1 970 54	i	0.00	
ing men as shown above		6 2 6	:	1,870 54		2 90	
Employés—account floating equipment.		coc		1 400 00		0.70	
All other employes and laborers	2	626	ļ	1,692 00	!	2 70	
Carpenters, B. and B.	4	1,252	!	3,600 00	1	2 88	
Total (including general officers), Oregon	66	20,658	8	52, 155 09	18	2 52	
Less general officers	1	1, 252	W.	5, 257 13	1	4 20	
Desa Beneral Onicera		1, 202	' <u> </u>	0,271 10	<u> </u>	4 20	
Total (excluding general officers), Oregon- Distribution of above—	62	19,406	\$	46, 897 96	8	2 42	
General administration	6	1,878	1	7, 104 06	ļ	3 78	
Maintenance of way and structures	20	6, 260		11,996-64	1	1 92	
Maintenance of equipment	9	2,817	1	7,657-45	1	2 72	
Conducting transportation	31	9,703	1	25, 396 94	1	2 61	
Total (including general officers) Orogon	66	20, 658	· §	52, 155 09	\$	2 52	
Total (including general officers), Oregon, Less general officers	4		ੁੱਧ		2		
rees general omcets		1,252		5,257 13	!	4 20	
Total (excluding general officers), Oregon	62	19,406	\$	46, 897-96	8	2 42	
Total (including general officers) entire							

Portland & Willamette Valley Railway Company, 1892.

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

Ilem.	Column for ton- nage, number passengers, num- ber trains, mileage, number cars.	
Passenger traffic—		
Number of passengers carried earning revenue Number of passengers carried one mile Average distance carried Total passenger revenue, page 35 Average amount received from each passenger Average receipts per passenger per mile *Estimated cost of carrying each passenger one mile Total passenger earnings, page 35 Passenger earnings per mile of road Passenger earnings per train-mile Freight traffic—	192,062	
Number of passengers carried one mile	1,532,628	
Average distance carried	7.98	000 05
Total passenger revenue, page 35		\$ 44,209 35
Average amount received from each passenger		.73
Average receipts per passenger per mile		.020
*Estimated cost of carrying each passenger one mile		46 771 00
Passanger earnings, page 3)	90 50	1 641 09
Pageonger cornings per infle of road	40.00	1,011 10476
Freight traffic— Number of tons carried of freight earning revenue. Number of tons carried one mile Average distance haul of one ton Total freight revenue, page 35 Average amount received for each ton of freight Average receipts per ton per mile		1
Number of tone carried of freight earning revenue	843 89	
Number of tone carried one mile	1 303 499	
A verage distance haul of one ton	1,000,422	
Total freight revenue nage 35	10.00	66, 481, 40
Average amount received for each ton of freight		.79
Average receipts per ton per mile		.0477
TRAININGIEG COSI OI CATIVING ONE LON ONE MILE	•	·
Total freight earnings, page 55. Freight earnings per mile of road. Freight earnings per mile		66, 481 40
Freight earnings per mile of road.	28, 50	2, 332 68
rieigni carnings per train-inne		1 39013
Passenger and freight—	1	1
Passenger and freight revenue, page 35		110,690 75
Passenger and freight revenue per mile of road	23 50	3,883.70
Passenger and freight carnings, page 35		113, 252 40
Passenger and freight earnings per mile of road	28.50	3,973 77
Gross earnings from operation, page 35Gross earnings from operation per mile of road		
Gross earnings from operation per mile of road	28,50	4,036 18
Expenses, page 45		92,850 0
Expenses per mile of road	28.50	3, 261 58
Train mileage—		İ
Miles run by passenger trains	32,083	****
Miles run by freight trains.		
Miles run by mixed trains	37,012	
Total mileage trains corning revenue	89, 160	
Total mileage trains earning revenue		
Miles run by switching trains	616	
idites full by Constitution and other trains.	010	
Grand total train mileage	97, 572	
Mileage of loaded freight cars—north or east)	210,012	
Mileage of loaded freight cars—south or west		
Mileage of empty freight cars—north or east		
Mileage of empty freight cars—south or west	. IZO. UUZ	
Average number of freight cars in train	6.97	
Average number of loaded cars in train	4.40	
A manage and the action of an action and a second of the s	2.57	
Average number of empty cars in train	1	
Average number of empty cars in train		~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~

^{*} Cannot state.

[[]Note.—Where reference in the above tables is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—Frank J. MILLER. clerk.]

Portland & Willamette Valley Railroad Company, 1892.

FREIGHT TRAFFIC MOVEMENT.

[COMPANY'S MATERIAL INCLUDED.]

	Commodity.	Freight originating on this road.	Freight received from connecting roads and other carriers. (Whole tons.)	Total freight tonnage.		
		(Whole tons.)	Freight from ing r other (Whe	Whole tons.	Per cent.	
	Grain Flour				2.12	
•	Other mill products	!		296	.36	
Produc's of	Hav.			141	1 :17	
agriculture	Tobacco				l	
	CottonFruit and vegetablesOther					
	Fruit and vegetables			376	. 45	
	Cher.			136	.17	
	Live stock				. 01	
_	Other packing house products					
Products of	Other packing-house products Poultry, game, and fish					
animals.	Wool			9	.01	
	WoolHides and leather			19	.02	
	LOTHER		'			
	Anthracite coal Bituminous coal	!		209	. 25	
	Bituminous coal					
Products of	Coke		, 	_	. 45	
mines.	Ores Stone, sand, and other like articles			578	60	
	1 Other			970 20	. 69	
	Other			6, 124	7.35	
Products of	Wood.	1		39,956	47.95	
forest.	Other			30	.03	
	Petroleum and other oils			40	05	
	Sugar					
	Navalstores					
	Iron, pig and bloom		,;	1,562	1.87	
	Iron and steel rails	!		32	.04	
Manufac-	Other castings and machinery.	;		110	.13	
tures.	Bar and sheet metal. Cement, brick, and lime Agricultural implements			775 8, 2 42	.93	
	Agricultural implements	1		3, 212	9,89	
	Wagons carriages tools etc	*		80	.10	
	Wines, liquors, and beers	1 -		12	.05	
	Household goods and furniture.			38	. 05	
	Other			552	. 66	
Merchandis	Wagons, carriages, tools, etc			10, 407	12.49	
WIECELISTICO.	45					
Company a	marchat			11,001	13.56	
Total t	onnage, Oregon			83, 332	100.00	
Total t	onnage, entire line			83, 332	100.00	
2 0 0000	A	1		Serie Serie	100.00	

Portland & Willamette Valley Railway Company, 1892.

DESCRIPTION OF EQUIPMENT.

Item.	Number added during yeur.	Total number at end of year.	Equip	oped with train brake.	Equip auto	ment fitted with matic coupler.
	Numb durin	Total at end	No.	Kind.	No.	Kind.
Locomotives—	'			•		1
Passenger} Freight Switching		3	1	Westinghouse.		
Leased						
Total locomotives		3	1	Westinghouse .		
Cars in passenger service— First-class passenger cars————————————————————————————————————			. 2	Westinghouse .	2	Miller.
Second-class passenger cars Combination passenger cars	·	1	ī	Westinghouse.	11	Miller.
Emigrant cars		<u> </u>				
Parlor cars	-		1			İ
Baggage, express, and postal cars Other cars in passenger service _						
•				Weekland and		Miller.
TotalCars in freight service—	!	7	3	: Westinghouse _	3 	Millier
Box cars Flat cars		78				} }
Stock cars Coal cars	1			!		j
Tank cars	: 	!				}
Refrigerator cars						i.
Total		76	<u>'</u>	1		
Cars in company's service— Gravel cars		1				† [
Derrick cars						1
Caboose cars						!
Total		i	<u> </u>			İ
Cars contributed to fast freight line service—						
Makal ann arms a						Miller.
Total cars owned		83	3	Westinghouse _	3	William.
Flat cars		20				- 6:11 - 5
Grand total cars		103	3	Westinghouse -	3	Miller.

Portland & Willamette Valley Railway Company, 1892.

MILEAGE.	- WILEAGE OF ROAD OPERATED
	٦

He track He track He track Be tra		Line repr capila	Live represented by capital stock.	Line of	Line oper-	Line oper- ated under	Line oper- ated under	Total mik-	New line	Ra	Rails.
of funds track of fourth track	Line in use.	Varn line.	Branches and spurs.	propredary companies.	aven unaer Irase.	contract, etc.	trackage rights.	age operated	during year.	Iron.	Neel.
of full track of fourth track of fourth track of fourth track of fourth track of fourth track of fourth track of fourth track of fourth tracks R.—MILEARE OF LINE BY STATES AND TERRITORIES. I.—MILEARE OF LINE BY STATES AND TERRITORIES. I.—MILEARE OF LINE BY STATES AND TERRITORIES. I.—MILEARE OF LINE BY STATES AND TERRITORIES. I.—MILEARE OF LINE BY STATES AND TERRITORIES. I.—MILEARE OF LINE BY STATES AND TERRITORIES. I.—MILEARE OF LINE BY STATES AND TERRITORIES. I.—MILEARE OF LINE BY STATES AND TERRITORIES. I.—MILEARE OF LINE BY STATES AND TERRITORIES. I.—MILEARE OF LINE OF LINE OF CAPITAL AND TERRITORIES. III—MILEARE OWNED BY ROAD MAKING THIS REPORT III—MILEAGE OWNED BY ROAD MAKING THIS REPORT IN THIS	of	28.50			1			28.50			28.50
of yard track and 3.89 Total mileage operated by Line of Oregon. 28.50 II.—MILEAGE OF LINE BY STATES AND TERRITORIES. Line represented by Line of Oregon. 28.50 III.—MILEAGE OWNED BY ROAD MAKING THIS REPORT. III.—MILEAGE OWNED BY ROAD MAKING THIS REPORT. Adrin line. Breached comparines. Line operate. Comparined. In Fights. Of Oregon. 28.50 II.—MILEAGE OWNED BY ROAD MAKING THIS REPORT. III.—MILEAGE OW	500	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			, , , , , , , , , , , , , , , , , , ,		3			1	1
Total mileage operated solutions. B.—MILEAGE OF LINE BY STATES AND TERRITORIES. 1.—MILEAGE OFFRATED BY ROAD MAKING THIS REPORT. Line represented by Line of Line operated and track of contract of any track of any propried and properated and pro	of yard track		:			;	;		1.05	& & &	
B.—MILEAGE OF LINE BY STATES AND TERRITORIES.	Total mileage oper- ated (all tracks).							:2.39	1.05	% %	28.50
State or territory. Main line. Branches comparies. Of Oregon. 28.50 Line operated sunder constructed age, excludory and funder constructed ing trackage containing year. Line represented by Line of Line operated sunder constructed ing trackage containing year. Line represented by Line of Line operated sunder constructed ing trackage containing year. Line represented by Line of Line operated sunder constructed ing trackage containing year. Main line. Branches companies. Line of Line operated under constructed ing trackage containing year. Line operated under constructed ing trackage containing year. Line operated under constructed ing trackage containing year. Line operated under constructed ing trackage ing trackage. Line operated under constructed ing trackage. Line of Oregon. Line operated under constructed ing trackage. Line of Oregon. Line operated under constructed ing trackage. Line of Oregon. Line operated under constructed ing trackage. Line of Oregon. Line of Oregon.		, _	N -	GE OF LI		5 0	D TERRITO THIS REPORT	ORIES.	_		i
of Oregon 28.50 Branches companies lease culting grar rights. In — Mileage oper companies lease companies lease culting grar rights. In — Mileage owned by companies lease companies lease culting grar rights. In — Mileage owned by companies lease companies lease companies lease control during year rights.		Line repr	rsented by 1 stock.	Line of	Line oper-	Line oper-	New Hac	Tstal mile- age, exclud-	Line oper-	Ra	Rails.
of Oregon 28.50 II.—MILEAGE OWNED BY ROAD MAKING THIS REPORT Line represented by Line of Dine oper ared and represented by Line of Oregon and space. Solution of Oregon 28.50 II.—MILEAGE OWNED BY ROAD MAKING THIS REPORT and mile-scaping after and represented by Line of Companies and space. Solution of Oregon 28.50 II.—MILEAGE OWNED BY ROAD MAKING THIS REPORT and mile-scaping after and represented by Line of Companies and space. Solution of Oregon 28.50 III.—MILEAGE OWNED BY ROAD MAKING THIS REPORT and mile-scaping after and represented by Line of Companies and space of Companies and space and spa	Sale or erruory.	Hain line.	Branches and spurs.	propredary companies.	dea unter lease.	contract, etc.	during year.	ing trackage rights.	trackage rights.	Iron.	Steet.
ated (single track) II. — MILEAGE OWNED BY ROAD MAKING THIS REPORT Line operated by Line operated under constructed ing trackage and spurs. Branches Companies Lease. Contract during year rights. Contain mileage owned 28.50 Cotain mileage owned 28.50 Cotain mileage owned 28.50 Cotain mileage owned 28.50 Cotain mileage owned 28.50 Cotain mileage owned 28.50 Cotain mileage owned 28.50 Cotain mileage owned 28.50 Cotain mileage owned 28.50 Cotain mileage owned Cotain		28.50	:						28.50		28.50
Line represented by Line operatory and stock. Main line. Main line. 11.—MILEAGE OWNED BY ROAD MAKING THIS REPORT Line operatory aled under completely aled under completely and spare. Companies. Of Oregon. 28.50 Otal mileage owned 28.50 (single track).	'otal mileage ated (single tra				,	l.			28.50		28.50
Line operatory. Scapital stock. Line of Line operatory at a line operatory and under constructed age, excludatory. Main line. Branches companies. Of Oregon. 28.50 otal mileage owned 28.50 (single track).	!		- 1		ВУ	MAKING	HIS REPORT				
of Oregon Of Oregon Of Stanched mileage owned Stanched proprietary area under contract, contr		Line repr capita	exented by 1 stock.	Line of	Line oper-	Line oper- ated under	New line	Total mile-	Line oper- ated under	Raile.	
of Oregon otal mileage owned (single track)	Sate or terribory.	Main line.	Branches and spurs.	propriéary companies.	aled under leaw.	contract, etc.	constructed during year.	ing trackape rights.	trackage rights.	Iron.	steel.
(single track) 28.50	1	28.30							98.30		28.50
									28.50 28.50		28.50

RAILS AND TIES.

RENEWALS

Portland & Willamette Valley Railway Company, 1892.

	Average price at distributing point.				Average	consumed per mile.	****	95	22
rar.	Number.	3, 544	3,54		1635	Aues ran.	32, 083 20, 065	, 155 616 37, 012	97, 572
New ties laid during year.				ZES.	Total fue.	rmsanea— tms.	285 356	35 ss	1,067 \$ 5 00
New tie	Kind.			LOCOMOTIVES.	Cords.	.S.O.R.	370 217	717	2, 134 2, 50
		Mountain (6x8 22 cents.)	Total	BY	Wood — Cords.	Hard.			
	Average price per ton at distributing point.			OF FUEL	Coal — Tons.	Bituminous.			
year.	Weight per yard. (Pounds.)			CONSUMPTION	(val.	.Inthracite.			
New rails laid during year.	Топя.			CONS					olnt
New rai	Kind.	Iron	Total iron.	Total steel		LAKTHURITER	Passenger Freight	Construction	Total Average cost at distributing point

Portland & Willamette Valley Railway Company, 1892.

ACCIDENTS TO PERSONS.

-								
	1			Empl	oyes.			
Kind of accident.	Train	 ı <i>me</i> n.	Ragme	hmen, n, and hmen.		h er loyes.	To	tal.
	Killed.	Injured.	Küled.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and uncoupling Failing from trains and engines Overhead obstructions	1						1	
Derailments Other train accidents (described briefly below at highway crossings	-	1						
Total Total	1	1				1	1	
	; . ! !		Others.					
Kind of accident.	Passe	ngers.	Tresp	assing.		tres- nng.	To	tal.
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Collisions Derailments Other train accidents (described briefly below								
At highway crossings At stations Other causes (described briefly below)		1	1	1			1	
Total		1	1	1			1	

Other employes. Other causes. Geo. H. Johnson, fireman, injured while throwing wood into five box. Trespassing. Other causes. G. W. Dressler, killed in attempting to cross Elk Rock trestle ahead of train; C. Elliott, injured by piece of wood thrown from engine.

Portland & Willamette Valley Railway Company, 1892.

	Descending grades.	Sum of descents.) Aggregale length of descending grades. (Miles.)	415 10.00	415 10.00	-	Height of lowest above surface of rail. (Feet)	16.8		
•	Descendi	Sum of descents.	χ,	**	-	Number.	-		
Profile.	des.	તેશકાર્જ્યલ્ટ સ્વાહિસ્ત છી વક્ષ્ટરમાં માંગ્રિક.) કુજવારક. (Miles.)	12.34	12.34	-		g&n	- 50	
i	Ascending grades.	stnessen to muz. (Feel.)	575	57.5	•	Item.	verhead highway crossings Bridges Conduits Trestles	y crossings	
•	1866	.vadmuV.	85	*	ETC.	ž.	d highw 8 its	d railway	Total els
		આપી જ્યારા દિવસ માટે ક્યાં ક્યા ક્યાં ક્યાં ક્યાં ક્યાં ક્યાં ક્યાં ક્યાં ક્યાં ક્યાં ક્યાં ક્ય	6. 16	6.16	TELS,		Overhead h Bridges Conduits. Trestles	Overhead r Bridges Conduits	Tunnels
	.sail	Langth of straight (19.82	19. 82	TUNNELS,	Maximum length. (Fret.)	£ 23		-
Alignment	i) iles.) ———	તેમુગર્ગ ગેમ્ફ્યુપ્ટર્ K) .આપ વિજયાગ	× 6×	89.68	LES,			1,1	
***		esaans fo asquing	8	8	TRESTLES,	Hinimum length. (Feet.)	72 180	35	
		Miles.	28.50	%.%	BRIDGES, T	Angregale lengh. (Fed.)	72	21, 653	
	ranches.	<i>₽</i>			BRII	Number.		\$	
	Working divisions or branches.		Dundee-	-					
	Workin	From—	Portland	Total		Item.	Bridges—Stone Irou Wooden Combination	Trestles Tunnels	

GAUGE OF TRACK-Three feet; 28,50 millen.

TELEGRAPH.

A.-OWNED BY COMPANY MAKING THIS REPORT.

Portland & Willamette Valley Railway Company, 1892.

		i 1			
Operated by another company.	Name of operating compo		ON PROPERTY OF ROAD MAKING THIS REPORT.	Name of operating company.	Western Union Telegraph Company.
	Miles of wire.	:			Western Un
	Hiles of line.		BUT LOCATI	ř.	ompany
his company.	Niles of line. Miles of wire. Miles of line.		COMPANY,	Name of owner.	n Telegraph C
Operated by this company.	Hiles of line.		ANOTHER		Western Union Telegraph Company
	ary une. Aueriy are.	•	BOWNED BY ANOTHER COMPANY, BUT LOCATED	Hiles of wire.	is S
Miles of Diss			B	Miles of line. Hiles of wire.	03.50

Portland & Willamette Valley Railway Company, 1892.

OATH.

STATE OF OREGON, County of Multnomah.

We, the undersigned, R. Koehler, Vice-President of the Portland & Willamette Valley Railway Company, and since February 4, 1892. Receiver in charge of said property, and George H. Andrews, Treasurer of the Portland & Willamette Valley Railway Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company and said Receiver; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

R. KOEHLER.

R. KOEHLER.
Receiver and Vice-President
GEO. W. ANDREWS,
Treasurer.

Subscribed and sworn to before me this 24th day of September, 1892.

F. G. EWALD,

Notary Public.

REPORT

OF THE

OREGON & WASHINGTON TERRITORY RAILROAD COMPANY.

For the year ending June 30, 1892.

HISTORY.

- 1. Name of common carrier making this report? Oregon & Washington Territory Railroad Company.
 - 2. Date of organization? March, 1886.
- 3. Under laws of what government, state, or territory organized? [If more than one, name all; give reference to each statute and all amendments thereof.] State of Oregon.
- 4. If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same. None.
 - 5. Date and authority for each consolidation? None.
- 6. If a reörganized company, give name of original corporation, and refer to laws under which it was organized. None.
- 7. [For companies not making operating reports.] What carrier operates the road of this company? None.

ORGANIZATION.

-	,	
Names of directors.	Postoffice address.	Date of expiration of term.
G. W. Hunt. C. B. Wright, Jr. R. Alexander. J. L. Killian. Charles H. Carter	Walla Walla, Washington Pendleton, Oregon Pendleton, Oregon	

Total number of stockholders at date of last election? Twelve.

Date of last meeting of stockholders for election of directors? May 1, 1891.

Give postoffice address of general office. Pendleton, Oregon.

Give postoffice address of operating office. Walla Washington.

OFFICERS.

Title.	Name.	Location of office.
Chairman of the board	!	
Receiver	W. D. Tyler	Walla Walla, Wash
Assistant receiver	A. R. Zabriskie	Walla Walla, Wash
Assistant receiver President Vice-president	G. W. Hunt.	Walla Walla, Wash
Vice-president	C. B. Wright, Jr.	Walla Walla, Wash
secona vice-president	J.	
l'hird vice-president		
Secretary	C. H. Carter	Pendleton, Oregon
reasurer	C. Herman	Walla Walla, Wast
l'hird vice-president		
Attorney or general counsel		
Comptroller		
Assistant comptroller		
Auditor	Rowland Smith	Walla Walla, Wasi
Assistant comptrollerAuditorAuditorAssistant auditor		
Managan		•
Assistant general manager Chief engineer Acting superintendent Assistant superintendent Division superintendent		
Chief engineer	C. E. Sears	Walla Walla, Wash
Acting superintendent	C. W. Taylor	Hunts Junction.
Assistant superintendent		
Division superintendent	1	•
171 V 1810H 30H0F11HLFHHERH	1	
Division superintendent		
Division superintendent		
Fraffic manager		
Assistant traffic manager		
teneral freight agent	W F Wamsley	Walle Walls Wash
Assistant traffic manager		Talla walla,
inneral nessenger agent	W W Wameley	Walla Walla Wash
Assistant general freight agent	W. I. Wallistey	Wester Wester, Wash
Lenoral ticket agent	W F Wamsley	Walla Walle Wash
Assistant general ticket agent	Wambiey	A COTTO ALCTION ALCTION
Assistant general ticket agent ieneral baggage agent	W F Wamelow	Walla Walla Wasi
Superintendent of express	w. r. wamsicy	Walls Walls, Wast
Superintendent of express		

PROPERTY OPERATED.

[FOR ROADS MAKING OPERATING REPORTS.]

In giving roads, observe the following classification and order:

1. Railroad line represented by capital stock:

(a) Main line.
(b) Branches and spurs.

2. Proprietary companies whose entire capital stock is owned by this company.

Line operated under lease for specified sum.
 Line operated under contract, or where the rental is contingent upon earnings of other considerations.
 Line operated under trackage rights.

Name of every railroad the operations of which are included in the income account, page 31.

Nama	Term	inal s .	ine for road ed.	Une for
Name,	From-	То—	Miles rack	Miles each
Oregon & Washington Territory	Portland, Or Killian J'nc., Or Eureka J'nc., Wash	Dayton, Wash. Athena, Or. PleasantView, Wah	1 2 8. 09 14. 46 19. 53	·
Total			162.08	

[[]Note.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—Frank J. MILLER. clerk.]

Oregon & Washington Territory Railroad Company, 1892.

Deertpton	Number of abares authorized.	Far value of sharen,	They per value authorized.	Total amount ismedandoul- standing.	Dividends derlared during year Rate Amount.	during year Amount.
pital stock— Common Apportioned on mileage basis gives Oregon— Total				\$ 10,000,000 00		
Manner of payment for capital stock.	Number of shares threed during year.	Cash realized on any would during year	That number of shares issued.	Tutal oash real-		
MORTGAGE BONDS, M Time. Amountal authorized authorized	MISCEI	5	Not of the	INCOME	BONDS Interest.	pio i, wP
die die			inned	Raile,	mpuble. during yeur.	during year
	; ; ; ; ; ; ; ; ; ;	111 000	<u> </u> 	 		

EARNINGS FROM OPERATION—STATE OF OREGON.

Item.	Total recei	ipts. Deductions, account of repayments, etc.	140	ual ramings
Passenger— Passenger revenue Less repayments—	\$ 5,378	44		
Tickets redeemedExcess fares refunded				
Other repayments		 ;		
Total passenger revenue			- \$	5, 356 55
MailExpressExtra baggage and storage				450 00 162 71 63 2 0
Other items				
Total passenger earnings Freight— Freight revenue	i	1	1	
Less repayments— Overcharge to shippers Other repayments————————————————————————————————————	1	i	1	
Total deductions	!		1	
Total freight revenue			8	46, 847 85
Stock yards Elevators Other items				
Total freight earnings	··			
Total passenger and freight earnings Other earnings from operation— Car mileage, balance				52, 880 35
Car mileage, balance Switching charges, balance Telegraph companies				
Telegraph companies Rents rom tracks, yards, and terminals Rents not otherwise provided for Other sources				
Total other earnings	i	į.		
Total gross earnings from operation, Oreg Total gross earnings from operation, en line	lurei	i	1	

OPERATING EXPENSES.

[Apportionment between passenger and freight traffic is estimated according to the rule prescribed by the interstate commerce commission.]

Item.	Chargeable to passenyer traffic.	Chargeable to freight traffic.	Total.
Maintenance of way and structures—			
Maintenance of way and structures— Repairs of roadway		 	
Renewals of rails			
Renewals of ties			
Repairs of bridges and culverts			
Repairs of fences, road-crossings, signs, and cat- tle guards			
Repairs of buildings			
Repairs of docks and wharves	.!		
Repairs of telegraph			
Other expenses			
	1		
Total			
Maintenance of equipment—			Í
Repairs and renewals of locomotives			
Repairs and renewals of passenger cars			!
Repairs and renewals of freight cars			
and barges.]	!
Shop machinery, tools, etc.			
Other expenses			
•	· 		
Total	1		
Conducting transportation— Wages of enginemen, firemen, and round-house	1	1	
men			
Fuel for locomotives			
Water supply for locomotives			
Wages of other trainmen			!
All other train supplies			
Wages of switchmen, flagmen and watchmen			
Expense of telegraph, including train dispatchers	11	l e	
and operators		·	
and operators			
Station supplies	. 1	·	
Switching charges, balance			
Car mileage, balance	;		
Loss and damage			
Injuries to persons.			
Barges, floats, tugs, ferry-boats, expenses of, in- cluding wages, fuel, and supplies	, ,		
Other expenses			
m . 1 . 3			1
Total			
General expenses—			
Salaries of officersSalaries of clerks			
General office expenses and supplies			
Agencies, including salaries and rent			
Advertising			
Commissions			
Insurance			
Expense of fast freight lines			
Expense of traffic associations			
Expense of stock yards and elevators			
Rents for tracks, yards, and terminals, page 17. B	 		
Rents not otherwise provided for			
Legal expenses	·		
Stationery and printing			
Other general expenses			
Maka I			
Total			
	1		-

[Note.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—Frank J. MILLER, clerk.]

OPERATING EXPENSES—CONCLUDED.

[Apportionment between passenger and freight traffic is estimated according to the rule prescribed by the interstate commerce commission.]

Item.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.	
Recapitulation of expenses— Maintenance of way and structures Maintenance of equipment Conducting transportation General expenses				
Grand total Percentage of expenses to earnings, entire line Operating expenses, Oregon— Maintenance of way and structures				68 % 51 62
Maintenance of equipment Conducting transportation General expenses Total			14, 9 3, 0	76 87 81 44 28 99
Percentage of expenses to earnings, Oregon				##T "#"

Operating expenses are estimated, taking as a basis the proportion of train mileage in Oregon.

IMPORTANT CHANGES DURING THE YEAR—STATE OF OREGON.

Here present *tatements as follows: 1. All extensions of road put in operation. 2. Decrease in mileage by line abandoned or line straightened. 3. All important physical changes (other than those above referred to). 4. All leases taken or surrendered. 5. All consolidations or reorganizations effected. 6. All new stocks issued. 7. All new bonds issued. 8. All important financial changes (other than those above referred to).

- 1. None.
- 2. None.
- 3. None.
- 4. None.
- 5. None.
- 6. None.
- 7. None. 8. None.
- December 31, 1891, appointment of W. D. Tyler, receiver. April 20, 1892, sale of road to C. B. Wright.

CONTRACTS, AGREEMENTS, ETC.

Here give a concise statement of all existing contracts, agreements, arrangements, etc., with other companies or persons, concerning the transportation of freight or passengers. Give the statement in the following order, viz.: 1. Express companies. 2. Mails. 3. Sleeping.parlor, or dining car companies. 4. Freight or transportation companies or lines. 5. Other railroad companies. 6. Steamboat or steamship companies. 7. Telegraph companies. 8. Other contracts.

1. Northern Pacific Express Company; beer first-class, produce one and one-half first-class,

merchandise one and one-half first-class.

- 2. Route No. 173,016, Hunts to Pendleton; annual compensation, \$1,200.
- 3. None.
- 4. None.
- 5. Northern Pacific Railroad Company. Freight—157 to Oregon & Washington Territory from Northern Pacific Eastern terminals: 30% to Oregon & Washington Territory from Tacoma and Seattle: 27% to Oregon & Washington Territory from points south of Tacoma to Portland inclusive: grain, flour, millstuff, \$1.50 per ton. Passengers—Between Oregon & Washington Territory points and Northern Pacific stations, between North Yakima and Sprague, both inclusive, fare divided on mileage basis; other stations same basis, plus 20% of Northern Pacific proportion of Tacoma rate added to Oregon & Washington Territory.
 - 6. None.
 - 7. Western Union.
 - 8. None.

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PASSENGER AND FREIGHT, AND TRAIN MILEAGE—STATE OF OREGON.

Ilem.	Column for ton- nage, number passengers, num- ber trains, mileage, number cars.	 Column for revenue and rates.
Passenger traffic—		
Number of passengers carried earning revenue	4, 058, 50	·
Number of passengers carried one mile.		
Average distance carried.		I
Total passenger revenue, page 35		\$ 5,350.59
Average amount received from each passenger		1 91809
Average receipts per passenger per mile		
Estimated cost of carrying each passenger one mile.		
Total passenger earnings, page 35.		a, 052 50
Passenger earnings per mile of road Passenger earnings per train-mile		135) (12
Passenger earnings per train-mile		. 63/4
Freight traffic—	1	ı
Number of tons carried of freight earning revenue	18, 348	
Number of tons carried one mile.		
Average distance haul of one ton		·
Total freight revenue, page 35		· 10" 241 20
Average amount received for each ton of freight		, w. w.
Average receipts per ton per mile		
Estimated cost of carrying one ton one mile		
Total freight earnings, page 35.		46, 847-89
Freight earnings per mile of road.		1,048 52
Freight earnings per train-mile.		2 0296
Passenger and freight-		
Passenger and freight revenue, page 35		52, 204 44
Passenger and freight revenue per mile of road.		1, 172 48
Passenger and freight earnings, page (5).	·	52, 590 35
Passenger and freight revenue, page 35 Passenger and freight revenue per mile of road. Passenger and freight earnings, page 35 Passenger and freight earnings per mile of road.		1,183 54
Gross earnings from operation, page 35 Gross earnings from operation per mile of road Expenses, page 45 Expenses per mile of road Train milenge		1, 183 54
Expenses, page 45.		24, 528 89
Expenses per mile of road		548-99
Train mileage—	Ì	•
Miles run by passenger trains		
Train mileage— Miles run by passenger trains Miles run by freight trains		
Miles run by mixed trains	30, 678	
		
Total mileage trains earning revenue.		;
Miles run by switching trains		
Miles run by construction and other trains	460	
	· ————	
Grand total train innerge	31, 138	
Mileage of loaged freight carsnorth or east		
Mileage of loaded freight carssouth or west.		
Mileage of empty freight cars—north or east.		***
Mileage of empty freight cars—south or west		
Average number of freight cars in train		
Average number of loaded cars in train.		
Average number of loaded cars in train		
Average number of tons of freight in train		
Average number or tons of freight in each loaded car	_ · _ 	

[[]Note.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—Frank J. MILLER. clerk.]

FREIGHT TRAFFIC MOVEMENT.

[COMPANY'S MATERIAL EXCLUDED.]

	Commodity.	Freight originating on this road.	Freight received from connect- ing roads and other carriers. (Whole tons.)	Total freight	tonnage.
		(Whole tons.)	Freigh from ing r other (Wh	Whole tons.	Per cent.
	Grain	37,384	25	37,409 1,356	
Produc's of	Other mill products	808	10	818	
agriculture	Tobago	2		.	!
	Cotton Fruit and vegetables Live stock Dressed meats			/	-, -,
	Fruit and vegetables	6 J		6	
	Dressed meats	2, 382	37	2,382 37	! !
Products of	Other packing-house products Poultry, game, and fish	1			-
animals.	Poultry, game, and fish	63		63	- ,
_	Wool	10	17	27	
lce		·	41	41	ı
	Anthracite coal		44.1		-'
Products of	Bituminous coai	· • • • • • • • • • • • • • • • • • • •	408	468	1
mines.	CokeOres				- ' _ !
	l Stone, sand, and other like articles	220		220	t
Products of			3, 514		
forest.	Wood Petroleum and other oils	i	49	711	
	Sugar		19	. 6 19	
	Naval stores	*	13		
	Iron, pig and bloom				
	Iron and steel rails	[- !
Manufac-	Other castings and machinery				_ }
tures.	Bar and sheet metal				- !
	Cement, brick, and lime		24	56	ľ
	Agricultural implements	52	81	133	
	Wagons, carriages, tools, etc.	! '	64 57	· 64 58	
	Wines, liquors, and beers	23	70	93	
Merchandise	Household goods and furniture	. 25 45	525 ·		
	us-other commodities not men-		****	-240	i
tioned abo	ve	91	204	295	
Total t	onnage, Oregon	42,475	5,873	48, 348	
i Otai t	omnage, cume mue			\	-

Oregon & Washington Territory Railroad Company, 1892.

	,	MIE	MILEAGE OF	MIL] ROAD		HE. RATED IN	N OREGON.	z				!
	Line repr capila	Line represented by capital stock.	Line of	Line oper-		Line oper-	Line oper-	1 Total mile-			Rails.	
Line in use.	Main line.	Branches and spurs.	propridary companies.	ated under lease.		contract,	trackage rights.	age operated	durng year.		Iron.	Steel.
Miles of single track Miles of second track	30.22	14.46						44.68				44.68
Miles of fourth track and sidings		Ź ÷			1 1 1		T 1 1 1 1 1 1 1 1 1	4.85				4.85
Total mileage oper- ated (all tracks)	30.22	19.31			1	;		49.53		 		49.53
-			CHARACTERISTICS	TERIS	TICS	OF E	ROAD.					
				Alig	Alignment.				Profile.			
Working di	Working divisions or branches.	incher.			(){ (\ksi)			Ascending grades.	ades.	Desca	Descending grades.	.dcs.
From—			Miles.	Yumber of curres.	m) sun parus	Length of straight l (Miles.)	Length of terel line (Miles.) (Vamber.	Sum of ascents.	Aggregode length of ascending grades. (Miles.)	.YoumV.	Sum of descents.	Aggregate length of descending grades. (Miles.)
State Line Killian Junction	Pendleton.		- 80. 22 14. 46	96 81 81	×. 92.	21.30 9.93	.55 .51	5 759.8 2 302.6	12. 97	⊳ ∞	584.3	13.05 9.45
Total			44.68	74	13.45	31.23	1.03	7 1,152.4	17.47	9	1,062.1	22.50

BRIDGES, TRESTLES, TUNNELS, ETC.

Oreg	yon & Washington	n Terr	itory I	Railro ad C	ompany,	1892.
Helphi of lonest above surface of rail (Feet)					ن ن	
Number					S REPORT	, š
Mens.	Overhead highway crossings—Bridges Conduits Tre-tles y crossings— Convinits Trestles.	Tannels	THIS REPORT.	Operated by another company Name of operating company	PROPERTY OF ROAD MAKING THIS	Name of operating company.
Maximum length. (Net.)	758	 ek	TELEGIRAPH.	Niles of soire	No	
Minimum length. (Fee.)	*	cbes, 41.68 n	_	Miles of line.	h	
Aggregate length. (Feet)	950 950 950 950 950	one-balf to	AOWNED BY		COMPANY, BUT	Vame of owner
Number		r feet eight and	A	Operated by this company Hiles of tinc. Miles of wire.	NOTHER	»
Month.	fdges— Stone— Iron Wooden Combination Total unnels.	GAUGE OF TRACK—Four feet eight and one-half inches, 41.68 miles.		iles of tine. Miles of wire	BOWNED BY A	lites of time. Miles of wire

TELEGRAPH.

A .- OWNED BY COMPANY MAKING THIS REPURT.

		Operated by this company	his compony		1	Operated by another company	Raphan
Witer by CINC.	THE OF THE MERCH OF WITE	Miles of line.	Miles of wire. Miles of line. Miles of wire	Miles of line.	Witer of refre		Name of operating company.
		1	1				
4444			;	;			
	_						1
×	B OWNED BY ANOTHER		COMPANY,	BUT LOCAT	ED ON PRO	PERTY OF ROAD	COMPANY, BUT LOCATED ON PROPERTY OF ROAD MAKING THIS REPORT

1	.Name of operating company.	Union Telegraph Company Oregon & Washington Territory Railroad Company.	環境を含めまする * 100mm m m m m m m m m m m m m m m m m m	
	Vame of owner	Western Union Telegraph Company.	6. "我们, 多年 医自己性性坏死 医红 计正式信息法 医精神精神医疗法 医精液性	
1	Miles of wire	59.14		
	Wiles of tine. Miles of wire	44.68		-

OATH.

STATE OF WASHINGTON, County of Walla Walla. \$ 88.

We, the undersigned, W. D. Tyler, Receiver, and Rowland Smith, Auditor, of the Oregon & Washington Territory Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

W. D TYLER,

Receiver.

ROWLAND SMITH,

Auditor.

Subscribed and sworn to before me this 27th day of September, 1892.

J. L. SHARPSTEIN,

[SEAL.]

Notary Public.

REPORT

OF THE

INDEPENDENCE & MONMOUTH RAILWAY COMPANY.

For the year ending June 30, 1892.

HISTORY.

- 1. Name of common carrier making this report? Independence & Monmouth Railway Company.
 - 2. Date of organization?
- 3. Under laws of what Government, State, or Territory organized? [If more than one, name all; give reference to each statute and all amendments thereof.] Oregon.
- 4. If a consolidated company, name the constituent companies. [Give reference to charter of each, and all amendment of same.] None.
 - 5. Date and authority for each consolidation? None.
- 6. If a reörganized company, give name of original corporation, and refer to laws under which it was organized. None.
- 7. [For companies not making operating report.] What carrier operates the road of this company? None.

ORGANIZATION.

Names of directors.	Postoffice address.	Date of expiration of term.
B. F. Smith F. S. Powell	McCoy, Or. Lewisville, Or. Monmouth, Or. Independence, Or. Independence, Or.	December 31, 1892.

Total number of stockholders at date of last election? Ten.

Date of last meeting of stockholders for election of directors? December 31, 1891.

Give postoffice address of general office. Independence, Oregon.

Give postoffice address of operating office. Independence, Oregon.

OFFICERS.

Title.	Name.	Location of office.
Chairman of the board President First vice-president Second vice president		Independence, Or.
President	F. A. Patterson	Independence, Or.
First vice-president		-
Second vice president		
Third vice-president		_
Secretary	W. P. Connaway	- Independence, Or.
Treasurer	B. F. Smith	Lewisville, Or.
General solicitor	1	
Third vice-president Secretary Treasurer General solicitor Attorney, or general counsel Comptroller Assistant comptroller		
Comptroller	,	
Assistant comptroller		
Auditor		
Assistant auditor	1	
Auditor Assistant auditor General manager Assistant general manager Chief engineer General superintendent Assistant general superintendent		
Assistant general manager		
Chief engineer		
General superintendent		
Assistant general superintendent Division superintendent Division superintendent Division superintendent Division superintendent		
Division superintendent		
Division superintendent		
Division superintendent	· · · · · · · · · · · · · · · · · · ·	
Traffic manager	1	
Assistant traffic manager		
Traffic manager Assistant traffic manager General freight agent Assistant general freight agent		
Assistant general freight agent		
General passenger agent		
Assistant general passenger agent		
General ticket agent		
Assistant general ticket agent		
General haggage agent		
Superintendent of express		
General baggage agent Superintendent of express		
MANUTUM TO THE TARGET THE TARGET TO THE TARGET TO THE TARGET THE T		

PROPERTY OPERATED.

[FOR ROADS MAKING OPERATING REPORTS.]

,	n givi	ng .	roads,	observe	the	follow	ing c	lassif	ication	and	order:	

Railroad line represented by capital stock:

 (a) Main line.
 (b) Branches and spurs.

3. Line operated under lease for specified sum.
4. Line operated under contract, or where the rental is contingent upon earnings or other considerations.

2. Proprietary companies whose entire capital stock is owned by this company.

5. Line operated under trackage rights. Name of every railroad the operations of which are included in the income account-page 31.

Name.	· Tern	rinal*.	Unefor road ed. of Une each
N(tm).	From-	Tr	Miles cach nam nam for class nam
Independence & Monmouth Ry. Co.	Independence	Monmouth.	2,50
Total			

Note.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—Frank J. MILLER, clerk.]

Independence & Mommouth Railway Company, 1892.

			 	•		İ
Description.	Number of	Por raine of	Total par value	Total amount	Dividends declared during year.	d during year.
	authorized.	Metices	The state of the s	Manding	Rate.	Атомяй.
ital stock— stemon eferred	2,000	90 09	00,00			
Total		4				
Manner of payment for capital mock	Number of shares souned during year.	Cash realized on am't isnued during year.	Total number of Total cash real- sharer issued,	Think cash real- ized.	Remerk	
Total						

COST OF ROAD, E	EQUIPMENT,	AND	PERMANENT		IMPROVEMENTS.	
	dag.	Expendiences during year.	war.)	
		Not unduded in a	Not uncluded in operating expound	Dated could	Testal cost	
Иели,	factack in operating expenses	therane account as permanent improvements.	Charged to condruction or equipment	June 30 1991	June 30, 1892	(nd per mile
Construction — Right of way	;	!				
Other real estate		:	:			! '
What is the places from spikes, cto	: , !	1	10, 735 St.	1.		
Other superstructure						,
***		;	11 91%	;	, ,	
reonstruction .					! '	
			•			
The state of the s	:		00 007			
contract			2,610 10			
Total construction	: :	:		16,114 47	-	
	: '	;	4,045.32 2,157.98		1	
					: ;	*
:			383 00		,	
			1	, Con 100 1 1		;
Colai equipment Grand total coat construction, equipment, etc Total coat construction equipment etc		;		8 22, 202 77	: 1	: :

EARNINGS FROM OPERATION—STATE OF OREGON.

Item.	Total receip	Deductions, account of repayments, etc.	Actual earnings
Passenger— Passenger revenue Less repayments— Tickets redeemed Excess fares refunded			
Other repayments			1
Total passenger revenue MailExpress			
Other items			
Total passenger earnings Freight— Freight revenue Less repayments— Overcharge to shippers	8 170 1	3	
Total deductions			
Total freight revenue			\$ 170 13
Total freight earnings			
Total passenger and freight earnings) ther earnings from operation— Car mileage, balance			3,453 5
Rents from tracks, yards, and terminals, page	ze 41		
Rents not otherwise provided forOther sources			
Total gross earnings from operation, Oregonal gross earnings from operation, en	gon		

[[]Note.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—Frank J. MILLER, clerk.]

Other a 3-12— Materials and supplies Sinking fund Sundries Profit and loss (trand total Funder Capita! Funder Capita! Funder Capita! Funder Capita! Funder Capita! Funder Funder Funder Funder Funder Funder Funder Funder Funder Funder

[Note.-Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the rallroad company.-Frank J. Millen elects.

EMPLOYÉS AND SALARIES.

Class.	Number.	Total number of days worked	Total yearly compensation.	Average daily compensation.
General officers			\$	
General office clerks				
Station agents				
Cither station menEnginemen		365	930 00	
FiremenConductors	1	365	600 00	
Other trainmen		000		L .
Machinists		•		
Carpenters, shop				
Other shopmen.				
Section foremenOther trackmen		1		
Other trackmen				
Switchmen, flagmen, and watchmen				
Telegraph operators and dispatchers				
Employes—account floating equipment.				
All other employés and laborers				
Total (including general officers), Oregon Less general officers				<u> </u>
80				I
Total (excluding general officers), Oregon- Distribution of above—	1			
General administration	1			
Maintenance of way and structures	1	.1		
Maintenance of equipmentConducting transportation				
Conducting transportation				,
Total (Including concept off com) Oncome		L .		
Total (including general officers), Oregon	i			
Less general officers				
Total (excluding general officers), Oregon				
(Da4a) //		·		·
Total (including general officers) entire				
	I	Į.	į	1

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

Item.	(vlumn for ton- nage, number passengers, num- ber trains, mileage, number cars.	
Passenger traffic—	ce con	
Number of passengers carried earning revenue Number of passengers carried one mile	00,009	,
Average distance carried Total passenger revenue, page 35 Average amount received from each passenger Average receipts per passenger per mile		
Total passenger revenue, page 35		8 3,283 45
Average amount received from each passenger.		.05
Average receipts per passenger per mile		
Estimated cost of carrying each passenger one mile		
Total passenger earnings, page 35 Pa-senger earnings per mile of road.		
Pa-senger earnings per mile of road.		
Passenger earnings per train-mile		
Freight traffic—		
Number of tons carried of freight earning revenue.		
Number of tons carried one mile.		
Average distance haul of one ton		170 18
Total freight revenue, page 35 Average amount received for each ton of freight		170 10
A verage amount received for each ton of freight		***************************************
Average receipts per ton per mile Estimated cost of carrying one ton one mile Total freight earnings, page 55.		
Total freight earnings, page 55		
Freight earnings per mile of road.		
Freight earnings per train-mile.		
Damon and Indiah		
Passenger and freight revenue, page 35 Passenger and freight revenue per mile of road		
Passenger and freight revenue per mile of road		
Passenger and freight carnings, page 35		
Passenger and freight earnings per mile of road		
Gross earnings from operation per mile of road	****	•
Expenses per mile of road		· -
Train mileage—	1	
Miles run by passenger frains. Miles run by freight trains	14,600	
Miles run by meight trains.		
sines run by in xed trains.		
Total mileage trains earning revenue	*	
Miles run by switching trains		
Miles run by construction and other trains		
Grand total train mileage		
Mileage of loaded freight cars—north or east	. 1 (
Mileage of longed freight cars—south or West	1 ·	
Mileage of empty freight cars—north or east Mileage of empty freight cars—south or west Average number of freight cars in train Average number of loaded cars in train	1 1	
Mileage of empty freight cars—south or west)	
Average number of freight cars in train.	-	
Average number of loaded cars in train	1	
Average number of empty cars in train and a contraction of the contrac		
Average number of tons of freight in train	•••••	
Average number of tons of freight in each loaded car		
	i	

[Note.—Where reference in the above tables is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—Frank J. MILLER, clerk.];

DESCRIPTION OF EQUIPMENT.

Ilem.	Number added during year.	Total number al end of year.	Eq uip	oped with train brake.	Equipn autom	nent fitted with atic coupler.
	Numb	Total at end	No.	Kind.	No.	Kind.
Locomotives—				!	 	
Passenger			1	, Eames' pat. air	1	
Freight						
Switching						
Leased			'			
Total locomotives			, ———		1	
	(•	1	
First-class passenger cars			1		1	
Second-class passenger cars						
Combination passenger cars.) 			 	;	
Emigrant cars						
Dining cars						
Parlor cars						
Sleeping cars						
Baggage, express, and postal cars						
Other cars in passenger service						
Total			,	1 	i	
	1					,
Rox cars		:	1		1	
Flat cars		1	1	1		
Stock cars						
Stock cars	!	1	'			
Tank cars	·				1	
Refrigerator cars			;			
Other cars				\		
Mada I	1	:		· •	,——:	
Total						
Cars in company's service—		i	İ	1		
Gravel cars	'		1	!	1	
Caboose cars						
Other road cars						
	I———		!			
Total						
Cars contributed to fast freight line	i 1		ļ		1 ;	
service—		i	!	1	1 i	
					!	
Cotal com armed			·			
Total cars owned Cars leased—	:				!	
	1			i	1	
				1		
Grand total cars						
WASSA #VVIII VIII Namenam						
					. <u>'</u> `	_

	Line repr capita	Line represented by capital stock.	Line of		Line oper-	New line	Total mile- age, exclud-	Line oper- aled under		Rails.
Same of territory.	Nain line.	Branchee and epure.	companies	lease.	contract,	during year.	ing trackage rights.	trackage rights.	Iron.	Soct.
State of Oregon	; 		:							2.50
Total mileage operated (single track)				:						
•		i i	II.— MILEAGE OWNED BY	WNED BY ROAD		MAKING THIS REPORT				,
:	Line repr	Line represented by capital Aock.	Line of	_	Line oper-	New line	Total mile-	Line oper- aled under		Radla.
State or territory.	Main line.	Branches and spurs.	proprietary companies.	il aled under leak.	contract.	constructed during year.		trackage rights.	Iron.	Med.
State of Oregon	, ,	,	v 2000					,		-
Total mileage owned (single track).										
	5	CONSUMPTION	NOIJ	OF FUE	, BY	LOCOMOTIVES.	IIVES.	1		
•			(bal—Toux,	Tour.	N ood	Wood — Orrdn.	Total fue			Average
JANMON IN.			Inthrucite.	Bituminous.	Hard.	Soft.	consumed-	(— Miles run.		consumed per mile.
Passenger			·		1	200			14,600	
Freignt Switching Construction		1 !		3 0 1			: : :			
Total Average cost at distributing point_	ng point.						 			
		_	•			_	- -	_	• •	

outh Railway Company, 1892.

		F	1			1	!!!!	
lien	Number,	Aggregate length.	Minimum length.	Mercinum length.	Hem	Number.	Height of Jouent above	
		(*****)	(*EC.)	(Fest)			matt (Fret.)	
R deem -]				Overhood highway smeathor.	[Inc
Stone	,		,	_;	Bridges			le
Iroh		******	-	1	Conputts	3	,	pe
Combinetion	7			******	Treatte			n
			- - -	,				de
Total		;						m
Trestles	•	-			Bridges	-	• •	ce
Tunners			·		Tresties	,		ď
								A
								fo
								n
The second of the second secon	1	And held by	ohoe of					m

28

GAUGE OF TRACK-Four feet eight and one half inches; 2% miles.

STATE OF OREGON, COURTY of Polk.

Subscribed and sworn to before me this 30th day of August, 1892, H. M. LINES, Notary Public.

F. A. FAITERBUN,
President.
W. P. CONNAWAY,

REPORT

OF THE

ROGUE RIVER VALLEY RAILWAY COMPANY.

For the year ending June 30, 1892.

HISTORY.

- 1. Name of common carrier making this report? Rogue River Valley Railway Company.
 - 2. Date of organization? February 4, 1891.
- 3. Under laws of what government, state, or territory organized? [If more than one, name all; give reference to each statute and all amendments thereof.] State of Oregon.
- 4. If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same. None.
 - 5. Date and authority for each consolidation? None.
- 6. If a reörganized company, give name of original corporation, and refer to laws under which it was organized. None.
- 7. [For companies not making operating reports.] What carrier operates the road of this company? None.

ORGANIZATION.

Names of directors.	Postoffice address.	Date of expiration of term.
W. A. Buchanan	Portland, Oregon	2nd Wednesday in Jan., 1893
	Portland, Oregon	

Total number of stockholders at date of last election? Five.
Date of last meeting of stockholders for election of directors? January 13, 1892.
Give postoffice address of general office. Portland, Oregon.
Give postoffice address of operating office. Medford, Oregon.

Rogue River Valley Railway Company, 1892.

OFFICERS.

Tille.	Name.	Location of office
Chairman of the board President First vice-president and manager		
President	Wm. Honeyman	Portland, Oregon.
First vice-president and manager	E. J. DeHart.	Portland, Oregon.
Second vice-presidentThird vice-president		
Third vice-president		
SecretaryTreasurerGeneral solicitor	W. A. Buchanan	Portland, Oregon.
Treasurer	W. A. Buchanan	Portland, Oregon.
General solicitor		
Attorney or general counsel		·
Comptroller		
Assistant comptroller		'
Anditor	`	
Assistant auditor		
General manager and vice-president	E. J. DeHart	Portland, Oregon.
Assistant general manager		
Assistant general manager Chief engineer General superintendent Assistant general superintendent Division superintendent		
General superintendent	: J. W. Graham	Medford, Oregon.
Assistant general superintendent		
Division superintendent		!
Division superintendent		
Division superintendent		
Superintendent of telegraph Traffic manager		
Traffic manager		
Assistant traffic manager		
General freight agent		
Assistant general freight agent		
General freight agent Assistant general freight agent General pa-senger agent		
Assistant general pa-senger agent		
General ticket agent		
Assistant general ticket agent		
General baggage agent		
General baggage agent Superintendent of express		
Land commissioner		

PROPERTY OPERATED.

[FOR ROADS MAKING OPERATING REPORTS.]

In giving roads, observe the following classification and order:

Railroad line represented by capital stock:

 (a) Main line.
 (b) Branches and spurs.

 Proprietary companies whose entire capital stock is owned by this company.
 Name of every railroad the operations of which are included in the income account, page 31.

A	Terr	ninals.	ine for road ed.	ine for class
Name.	From—	То-	Hiles l each nam	Miles leach of r
Rogue River Valley Railway Co.	Medford	Jacksonville	51/2	
Total			51/2	

[Note.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—Frank J. MILLER, clerk.]

Rogue River Valley Railway Company, 1892.

	CAI	CAPITAL ST	STOCK.			
	Number of	Par value of	Total par enlue	Total amount	Dividends declared during year.	during year.
Description.	suares authorized.	shares.	authorized.	skuch and out- standing.	Rate.	Amount.
Capital stock— Common Preferred	1,000	\$ 100 00	\$ 100 00	\$ 100,000 00		
Total						
Munner of payment for capital stock.	Number of shares issued during year.	Cash realized on am't issued during year.	Total number of shares issued.	Total cash realized.	Remarks.	*
Issued for cash— Common				1		
Preferred Issued for construction— Common						
Preferred Issued for reorganization—						
Preferred Issued for				1		
Total						

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

		Not lucinded in operating expenses	perating capenaca	And a seed	Potal cont	
Hem	Included in opending expenses.	Charged to income neround as permanent improvements.	Charged to construction or equipment.	June 30, 1891.	June 30, 1892.	Out per mile
Right of way Right of way Other real estate Fences Crading and bridge and culvert masonry Rails Rails Ties Other superstructures Engineering furniture and fixtures Engineering expenses Interest during expenses Interest during construction Telegraph line What fing, etc Sidings and yard extensions Terminal facilities and elevators Road huilt by convert Purchase of constructed road Other tiems				22 S62 KF		
Total construction	;		, ,	4,262 61		
1						
Total equipment				153 62 * * 257 21 41, 140 11		

INCOME ACCOUNT.

[FOR ROADS MAKING OPERATING REPORTS.]

		-	_	ī
Gross earnings from operation, page 35Less operating expenses, page 45	5	3, 221 5, 048	00 46	
Income from operation				
Dencit	: 5	1,827	46	
Dividends on stocks owned, page 3/	l			
Interest on bonds owned, page 39				
Miscellaneous income, less expenses, page 41	١			
Income from other sources				
Total income	1			
Total income				
Deductions from income—				1
Interest on funded debt accrued, page 23				
Interest on funded debt accrued, page 23	,			1
wise provided for	'			
Kents, Dage 47. A.				
Taxes				
Permanent improvements, page 29				
Other deductions		• • • • • • • •		
				1
Total deductions from income	`			
Net income	1			
Deficit				
Dividends, -4, common stock				
Dividends, ,, preferred stock				
Other payments from net income				
	! <u></u>			!
Total	 -			
	i †			
Surplus from operations of year ending June 30, 1892				
Deficit from operations of year ending June 30, 1892	5	1,827	46	
	,			
Sumplie on Tune 20, 1901 (from conoral belongs shoot, 1901 nonant)	!			
Surplus on June 30, 1891 (from general balance sheet, 1891 report) _ Deficit on June 30, 1891 (from general balance sheet, 1891 report)	•	2,408	70	
Denote on some so, 10st (from general balance sneet, 10st leport) 11		£, 400	17	
Additions for year				
Additions for year				
				
Surplus on June 30, 1892 (for entry on general balance sheet, p. 51).				
Deficit on June 30, 1892 (for entry on general balance sheet, p. 49)		4, 236	24	
	<u> </u>			

[Note.—Where reference is made in the above table to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—Frank J. MILLER clerk.]

INCOME ACCOUNT.

[FOR ROADS NOT MAKING OPERATING REPORTS.]

		1
Income from lease of road		
Interest on bonds owned, page 39		
Miscellaneous income less appendes name 41		
Miscellaneous income, less expenses, page 41		
Income from other sources		
Total income		
Deficit.		
Deductions from income—		
Salaries and maintenance of organization		i 1
This past on find and dot comed man (b)		
Interest on funded debt accrued, page 23. Interest on interest-bearing current liabilities accrued, not		
Interest on interest-bearing current liabilities accrued, not		
otherwise provided for		
Rents, page 47, A		
Taxes		
Permanent improvements, page 29		·
Other deductions		,
Other deductions		
(Cata) dadaatiana Cama in assa		
Total deductions from income		
Net income		
Deficit		
Dividends, -%, common stock	1	
Dividend, . preferred stock		1
Other payments from net income		
Other payments from net income		
m -4-3		ı
Total		
		·
Surplus from operations of year ending June 30, 1892		
Surplus from operations of year ending June 30, 1892	\$ 1.827 46	
Surplus on June 30, 1891 (from general balance sheet, 1891 report)		İ
Deficit on June 30, 1891 (from general balance sheet, 1891 report)	2 408 78	
benefit on valie 60, 1651 (Not general balance sheet, 1651 report)	2, 400 70	
A ddistance for moon		
Additions for year		
Deductions for year		
Surplus on June 30, 1892 (for entry on general balance sheet, p. 51). Deficit on June 30, 1892 (for entry on general balance sheet, p. 49)		
Deficit on June 30, 1892 (for entry on general balance sheet. p. 49)	4, 236 24	
, , , , , , , , , , , , , , , , , , , ,		

[[]Note.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]

EARNINGS FROM OPERATION—STATE OF OREGON.

Item.	7	otal recei	pte.	Deductions, account of repayments, etc.	Actu	sal earnings.
Passenger-			i 		1	
Passenger revenue	18	2, 292	94		- \$	2, 292 94
Less repayments— Tickets redeemed						
Excess fares refunded						
Other repayments					-	
Total deductions					-	
Motol morrower rows, no	10	2, 292	A		-!	2, 292 9
Total passenger revenue	1	2, 282 58	33		-10	58 3
Express	1		00			240 0
Extra baggage and storage	;				-,	
Other items		·			-	
Total passenger earnings		2,591	27		. 8	2,591 2
Freight—	,		†			
Freight revenue	į	629	73		-	62 9 7
Less repayments— Overcharge to shippers	1				•	
Other repayments						
• •	!				-	
Total deductions					-i	
Total freight revenue	i e	600	79			629 7
Stock yards		028	10		- G	
Elevators	!				.	
Other items	'-					
Total freight earnings		629	78		. \$	629 73
Total passenger and freight earnings		3, 221	1		1 -	3,221 00
Car mileage, balance			;			
Telegraph companies			!		-	
Telegraph companies			· j		-	
Rents not otherwise provided for					-	
Other sources	1					
Total other earnings					- 8	3, 221 00
	1		i		·	
Total gross earnings from operation, Oregon - Total gross earnings from operation, entire]		· ,		-¦	
line	'		1		8	3, 221 00
line	1			T	- 🕶	•

OPERATING EXPENSES.

[Apportionment between passenger and freight traffic is estimated according to the rule prescribed by the interstate commerce commission.]

Item.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
Maintenance of way and structures—			
Repairs of road way			'
Renewals of rails			
Renewals of ties			;
Repairs of bridges and culverts			
Repairs of fences, road-crossings, signs, and cat- tle guards		, 	
Repairs of buildings.			
Repairs of docks and wharves			
Repairs of telegraph			
Other expenses			
Total			
Maintenance of equipment—			
Repairs and renewals of locomotives			
Repairs and renewals of passenger cars	~		
Repairs and renewals of freight cars			·
Repairs and renewals of ferry-boats, tugs, floats,		I	1
and barges			
Shop machinery, tools, etc.			
Other expenses		! ! =	
			
Total			
Conducting transportation— Wages of enginemen, firemen, and round-house-	1		
men		 	3 1,200 00
Fuel for locomotives			936 00
Water supply for locomotives			i 48 0 0
All other supplies for locomotives			
Wages of other trainmen			600 0 0
All other train supplies			
Wages of switchmen, flagmen and watchmen			
Expense of telegraph, including train dispatchers		•	
and operators.			
and operators			1,050 00
Station supplies			
Station suppliesSwitching charges, balance	~~~~		
Car mileage, balance			
Loss and damage			
Barges, floats, tugs, ferry boats, expenses of, in-			
cluding wages, fuel, and supplies Other expenses			
Other expenses			1,214 46
Total			5 , 048 46
General expenses—	6 600 00		i
Salaries of clerks	\$ 600.00		
Conord office or person and supplies			
General office expenses and supplies	=0.00		
Agencies, including salaries and rentAdvertusing	72 00		
Advertising.			
Commissions	07.00		
Insurance	37 00		
Expense of fast freight lines			
Expense of traffic associations	***********		
Expense of stock yards and elevators			
Rents for tracks, yards, and terminals, page 47, B Rents not otherwise provided for			
Y			
Legal expenses			
Other general avnoting	505 AR		
Amer Renerer exhancer	DUD 40		
Stationery and printing Other general expenses Total	8 1.214.46		

[Note.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—Frank J. MILLER, clerk.]

OPERATING EXPENSES—CONCLUDED.

[Apportionment between passenger and freight traffic is estimated according to the rule prescribed by the interstate commerce commission.]

Item.	pas	hargeab senger ti	e to affic.	Chargeable to freight traffic.	Total.
Recapitulation of expenses— Maintenance of way and structures)	 		1		
Maintenance of way and structures	\$	3, 834	00		
General expenses		1,214	46	******	
Grand totalPercentage of expenses to earnings, entire line	8	5,048	46 56		
Operating expenses, Oregon— Maintenance of way and structures Maintenance of equipment Conducting transportation General expenses		5,048	-		
TotalPercentage of expenses to earnings, Oregon	8	5, 048 1	46 56		

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SHEE
LANCE
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Ä
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RATI
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_					·	
Year ending June 30, 1892.	Дестепае.		1		T I I D	the commission
Year ending	Increase.			}		k report which
June 30, 1802.	Total.			1		age of the b'en
	Item,	8, 20, 20, 20, 20, 20, 20, 20, 20, 20, 20		\$ 41,160 11 100,000 00	9 300,000 00	extion to the p
	AMERI	66	supplier	Liabilities.	olda	a page, it di
		 	Melandale and supplies.	Grand total Capital ste Funded de	Current lin Accrued in Income fo Profit and Grand total	[Norg.—Where reference in the above table is made to sent to the railroad company.—Frank J Miller, clerk].
9, 1801.	Total.					ere reference in use company.
June 30, 1391.	Zee.			# # # # # # # # # # # # # # # # # # #		NOTE, Who

CONTRACTS, AGREEMENTS, ETc.

Here give a concise statement of all existing contracts, agreements, arrangements, etc., with other companies or persons, concerning the transportation of freight or passengers. Give the statement in the following order, viz.: 1. Express companies. 2. Mails. 3. Sleeping.parlor, or diving car companies. 4. Freight or transportation companies or lines. 5. Other railroad companies. 6. Steamboat or steamship companies. 7. Telegraph companies. 8. Other contracts.

1. Wells, Fargo & Co.'s express; \$15 per month for carriage of treasure box; 20 ceuts per 100 pounds merchandise; 10 cents per 100 pounds special matter.

2. U. S. mail; \$233.31 per annum, being \$43.61 for 5.35 miles.

EMPLOYÉS AND SALARIES.

Class.	Number.	Total number of days worked		olal yearly npensation.	· da	ily com- neation.
General officers, secretary	1	1	\$	600 00		. 833/1
General office clerks		.i				
Station agents.	2	865	!	1,020 00	ŀ	2 83
Other station men						
Enginemen	1	865		720 00		2 00
Firemen	1	865	l	480 00	1	1 33
Conductors	1	865	{	600 00	ĺ	1 67
Other trainmen			<u></u> -		_!	
Machinists						
Carpenters						
Other shopmen			¦		-!	
Section foremen	1	312	1	60 0 00	1	1 92
Other trackmen		-	' 		-!	
Switchmen, flagmen, and watchmen			1			
Telegraph operators and dispatchers					-	
Employés—account floating equipment.		-	ļ - -		-!	
All other employés and laborers	6	312	!	1,872 00		2 00
M-4-1 (in a) 1 in - 1 m		1		• 00 > 00	- `	
Total (including general officers), Oregon-	13	2,449	\$	5,892 00	- •	
Less general officers			!			
Total (excluding general officers), Oregon- Distribution of above—	12	2,044	*	5, 292 00	- <u></u>	
General administration		- 1	· 			
Maintenance of way and structures						
Maintenance of equipment.			i			
Conducting transportation	*******				. '	
		-				
Total (including general officers), Oregon Less general officers			 		-	
Total (excluding general officers), Oregon	12	2,084	\$	5, 292 00		
Total (including general officers) entire	13	2, 449	\$	5,892 00		

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—STATE OF OREGON.

Item.	Column for ton- nage, number passengers, num- ber trains, mileage, number cars.	Column for revenue and rates.	
Passenger traffic—			
Number of passengers carried earning revenue	17,006		
Average distance carried Total passenger revenue, page 35	-	2	
Total passenger revenue, page 35		3 2, 292 94	
Average amount received from each passenger Average receipts per passenger per mile		410 05	
A verage receipts per passenger per mile		+13 00	
Estimated cost of carrying each passenger one mile Total passenger earnings, page 35		9 (9) (4)	
Passenger earnings per mile of road		2, 232 84	
Passenger earnings per train-mile			
Freight traffic—	1		
Number of tons carried of freight earning revenue	619, 236		
Number of tons carried of freight earning revenue			
Average distance haul of one ton			
Total freight revenue, page 35	_'	629 73	
Average amount received for each ton of freight			
Average receipts per tou per mile		•	
Estimated cost of carrying one ton one mile	- 	COO FO	
Total freight earnings, page 35		629 73	
Freight earnings per mile of road Freight earnings per train-mile			
Passenger and freight—			
Puswinger and freight revenue mage 35		2, 922, 67	
Passenger and freight revenue, page 35		1	
Passenger and freight earnings, page 35		3, 221 00	
Passenger and freight earnings per mile of road			
Gross earnings from operation, page 35	-,	3, 221 00	
Gross earnings from operation, page 35. Gross earnings from operation per mile of road. Expenses, page 45. Expenses per mile of road.		1	
Expenses, page 45		5,048 46	
Expenses per mile of road		 	
Train mileage—	-1	T	
Miles run by passenger trains	- 2/3		
Miles run by freight trains.	3/2		
Miles run by mixed trains			
Total mileage trains earning revenue	51/		
Miles run by switching trains	- 0/2		
Total mileage trains earning revenue Miles run by switching trains Miles run by construction and other trains			
		·*	
Grand total train mileage	-1 51/2		
Mileage of loaded freight cars—north or east			
Grand total train mileage Mileage of loaded freight cars—north or east Mileage of loaded freight cars—south or west			
Mileage of empty freight cars—north or east			
Mileage of empty freight cars—south or west			
Average number of freight cars in train Average number of loaded cars in train Average number of empty cars in train	- 1		
Average number of loaded cars in train	_! 1		
Average number of empty cars in train			
Average number of tons of freight in train			
Wacrage namoer or roug or residur in each loaded cat			

^{*} Evidently an error.

[[]Note.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—Frank J. MILLER, clerk.]

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—ENTIRE LINE.

Item.	Column for ton- nage, number passengers, num- ber trains, mileage, number cars.	Column for revenue	
Passenger traffic—	<u>!</u>	• •	
Number of passengers carried earning revenue Number of passengers carried one mile Average distance carried Total passenger revenue Average amount received from each passenger	17,006	,	
Number of passengers carried one mile			
Average distance carried		0 900 01	
Total passenger revenue.		\$ 2,502 M	
Average receipts per passenger per mile			
Total nassanger earnings		2 292 94	
Passenger earnings per mile of road			
Estimated cost of carrying each passenger one mile Total passenger earnings			
Freight traffic—			
Number of tons carried of freight earning revenue Number of tons carried one mile	619, 236		
Number of tons carried one mile			
Average distance haul of one ton Total freight revenue Average amount received for each ton of freight		000 70	
Total freight revenue		629 13	
Average amount received for each ton of freight.			
Average receipts per ton per mile			
Estimated cost of carrying one ton one mile		679 73	
Estimated cost of carrying one ton one mile		(J25 15	
Freight earnings per train-mile.			
Passenger and freight—	1	1	
Passenger and freight— Passenger and freight revenue. Passenger and freight revenue per mile of road. Passenger and freight carnings	·	2,922 57	
Passenger and freight revenue per mile of road			
Passenger and freight carnings Passenger and freight earnings per mile of road Gross earnings from operation		2,922 67	
Passenger and freight earnings per mile of road			
CILORO COLLITTA CILOTTI CINCILLATIONI CILOTTI			
Gross earnings from operation per mile of road	·		
Expenses		5,048 40	
Expenses per mile of road.			
Miles run by passenger trains	31/2		
Miles run by freight trains	0/2	*****	
Miles run by mixed trains			
Total mileage trains earning revenue	51/		
Miles run by switching trains	0/2		
Miles run by switching trains			
Grand total train mileage		•	
Mileage of loaded freight cars—north or east			
Mileage of loaded freight cars—south or west			
Mileage of empty freight cars—north or east			
Milegra of empty freight caregouth or west			
Average number of freight cars in train	1		
E TANDA A DISMINADA AT IAA MAMAA AA EE IM TEALD	1		
Average number of loaded cars in train			
Average number of loaded cars in train Average number of empty cars in train			
Average number of freight cars in train Average number of loaded cars in train Average number of empty cars in train Average number of tons of freight in train Average number of tons of freight in each loaded car			

[[]Note.—Where reference in the above tables is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—Frank J. MILLER. clerk.]

FREIGHT TRAFFIC MOVEMENT.

[COMPANY'S MATERIAL EXCLUDED.]

	Commodity. Freight originating on this road.		Freight received from connecting roads and other carriers. (Whole tons.)	Total freight tonnage.		
		(Whole tons.)	Freigh from ing 1 othe (Wh	Whole tons.	Per cent	
	Grain					
	l Piour		•		1	
Produc's of	Other mill products				•	
	{					
agriculture	! Tobacco	'	!		•	
	Cotton Fruit and vegetables Live stock Dressed meats		' 	• • • • • • • • • • • • • • •		
	LFruit and vegetables		·			
	Live stock	-,	·	i 	•	
	Dressed meats		'	' 		
Products of	Other packing-nouse products			' _ 	1	
animals.	Poultry, game, and fish					
	Wool	- ,	,	 		
Products of	Hides and leather Anthracite coal					
	Anthracite coal				1	
	Bituminous coal		,			
mines.	[('oke	-			•	
	Ores Stone, sand, and other like articles				1	
D	Stone, sand, and other like articles	4'				
Products of						
forest.	Wood					
	Petroleum and other oils					
	Navalatana					
	Naval stores					
	Iron, pig and bloomIron and steel rails					
Manufac-	Other castings and machinery				1	
tures.	Day and shoot matal	i	'	•	t	
tures.	Bar and sheet metal Cement, brick, and lime Agricultural implements Wagons, carriages, tools, etc. Wines, liquors, and beers				1	
	Agricultural implements	1			1	
	Wagnus carringes tools are				1	
	Wines liquors and beers					
	Wines, liquors, and beers Household goods and furniture		•		i	
derchandise	9	•			1	
Miscellaneo	us—other commodities not men-	.			1	
tioned abo	ve				1	
	ve				1	
Total t	onnage, Oregon	.		619, 236	•	
Total t	onuage, entire line			619, 236	1	
					1	

Quantities of each kind are so small that it is impossible to give these details.

DESCRIPTION OF EQUIPMENT.

Item.	Number added during year.	Total number al end of year.	Equipped with train brake.		Equipment fitted with automatic coupler.		
	Numbe	Total al end	No.	Kind.	No.	Kind.	
Locomotives— Passenger			1	Westinghouse			
FreightSwitching							
Leased							
Total locomotivesCars in passenger service— First-class passenger cars		1	1	Westinghouse	1		
Second-class passenger cars Combination passenger cars		1	1	Westinghouse			
Emigrant cars Dining cars Parlor cars							
Sleeping cars Baggage, express, and postal cars					,		
TotalCars in freight service—			1	Westinghouse _			
Box cars Flat cars Stock cars		1	1 1	Westinghouse _ Westinghouse _			
Coal cars Tank cars Refrigerator cars							
Total			2	Westinghouse			
Cars in company's service— Gravel cars————————————————————————————————————		•			'		
Caboose cars Other road cars		2 -	2	!			
Cars contributed to fast freight line service—		ŀ	2	·			
Total cars owned		5	2	Westinghouse	i		
Grand total cars		5	2	Westinghouse			

MILEAGE.
A.-MILEAGE OF ROAD OPERATED.

	Line repr	Line represented by capital stock.	Line of	Line oper-	Line oper-	Line oper-	Total mile-	New line	Rails.	. Tree
Line in the	Ham line.	Branches and spurs.	proprudury companies.	lease.	contract, etc.	trackage rights.	72	during year.	Iron.	Steel.
illes of single track	₽,'C			1			51%	1		5.7%
files of fourth track files of yard track and sidings								, , , , , , , , , , , , , , , , , , , ,	1	# F () F (
Total mileage operated (all tracks)	54%				1		51.2			15.
T		B.—MILEAGE 1.—MILEA	OF	BY BY	TES AN	D TERRITORIES. THIS REPORT.	RIES.		1	1
	Line repr capita	Line represented by capital stock.	Line of	Line oper-	Line oper- afed under	New line	Twal mile- we, exclud-	Line oper-	Rails.	Us,
Sale or terriory.	Hain line.	Branches and spurs.	proprietary companies.	ded under lease.	contract,	constructed during year.	ing trackage rights.	trackage vights.	Irom.	Steel.
tate of Oregon	57,8	;								576
Total mileage oper- ated (single track)	57,5			1		,				51/2
1			- MILEAGE OWNED BY	NED BY ROAD	MAKING	THIN REPORT				
:	Line repr capita	Line represented by capital stock.	Line of	Line oper-	Line oper- ated under	New line	Total mile- age, exclud-	Line oper- aled under	Rails.	.
State or territory.	Main line.	Branches and spars.	propriedary companies.	area unacr lease.	contract. etc.	during year.		trackaye rights.	Iron.	,4cel.
tate of Oregon.	51/2		i i	1						,1;
Total mileage owned (single track)	5,75	•								51%

Rogue River Valley Railway Company, 1892.

	Average	consumed per mile.					Descending prades.	(Fed.) Aggregate length of describing grades (Miles.)		
	1	ALL COLUMN	*	87%	1		Descridi	Vumber. Sum of descents. (Fed.)		
		tone to the total			-	Profile.	rades.	Aggregate length of ascending of ascending	%	15.7%
VES.	Toda	09 		<u>. [-]</u>	_		Ascending grades.	Sum of ancesta.	99 :	180
LOCOMOTIVES.	de.	Soft.	* * .	%3 %3	G			тэбтиХ.	,	
	Wood — Oorde		1 1 1 1 1		ROAD.		*,	Length of level time (Mike.)	<u> </u>	
BY	! !	Hard.			S OF	4	-2HH	Length of straight (Miles.)	G.	
FUEL		PORE.			RACTERISTICS	Alignment,	ol (resr)	Aggregate length current tine. (M	72	*
OF	-Tone	Bituminous,			- "	_		Митбет оf сигосы.	97	2 ,
TION	Coul-Tons	Anthracile.		1	CHARA			Miles.	2,5	3.
CONSUMPLI					, S		Working divisions or branches.	- PE	Jacksonville	
		SCA SP SCHOOL A SP SP SP SP SP SP SP SP SP SP SP SP SP	Passenger Freight Switching	distr			Horising d	From-	Mediord	Total

BRIDGES, TRESTLES, TUNNELS, ETC.

Height of lowest above surface of rail. (Feet.)			
Number.		-	
Hem.	Overhead highway crossings— Bridges Conduits Trextles	Total Overhead railway crossings— Bridges Conduits Trestles	Tunnels
Maximum length. (Fret.)			
Minimum length. (Feet.)			
Aggregate lengh. (Fed.)			
Number.		4	
Hem.	Bridges—Stone—Iron Wooden	Total Trestles Tunnels.	

GAUGE OF TRACK-Four feet eight and one-half inches; 44, 68 miles.

CAR MILEAGE.

State below all individuals, comperative fast freight lines, and stock companies to which the company making this report pays mileage for the use of cars.

Southern Pacific Railroad lines in Oregon, Meents per diam per car.

OATH.

STATE OF OREGON, County of Multnomah.

We, the undersigned, Wm. Honeyman, President, and W. A. Buchanan, Treasurer, of the Rogue River Valley Railway Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

WM. HONEYMAN,
President.
W. A. BUCHANAN,
Treasurer.

Subscribed and sworn to before me this 5th day of September, 1892. G. ROSENBLATT,

[SEAL.]

Notary Public for Oregon.

REPORT

OF THE

OREGON PACIFIC RAILROAD COMPANY.

For the year ending June 30, 1892.

HISTORY.

1. Name of common carrier making this report? Oregon Pacific Railroad Company.

2. Date of organization? September 25, 1880.

3. Under laws of what Government, State, or Territory organized? [If more than one, name all; give reference to each statute and all amendments thereof.] Oregon.

4. If a consolidated company, name the constituent companies. [Give reference to charter of each, and all amendment of same.] None.

5. Date and authority for each consolidation? None.

6. If a reörganized company, give name of original corporation, and refer to laws under which it was organized. None.

7. [For companies not making operating report.] What carrier operates the road of this company? None.

ORGANIZATION.

Names of directors.	Postoffice address.	Date of expiration of term.
Wm. M. Hoag		
Wallis NashZephin Job	Corvallis, Or	
T. GrahamB. W. Wilson	Corvallis, Or.	
E. A. Abbey	Corvallis and Albany, Or.	
Osgood Welsh R G. Hazard		
Geo. S. Coe		
John I. Blair		

Total number of stockholders at date of last election?

Date of last meeting of stockholders for election of directors?

Give postoffice address of general office. Corvallis, Oregon.

Give postoffice address of operating office. Corvallis, Oregon.

OFFICERS.

Tille.	Name.	Location of office
Chairman of the board.		
President	T. Egenton Hogg	Corvallis, Or.
First vice-president	Wm. M. Hoag	Corvallis, Or.
Second vice president	Wallis Nash	Corvallis Or.
First vice-president Second vice president Chird vice-president	Norman S. Bentley	New York, N. Y.
Secretary	. Zennin Joh	{ Yarvaiiir ()?
Pressurer	Norman S Bentley	New York, N. Y.
Freakurer Receiver	T F Hogg	Corvellie Or
General solicitor	ATTACHE AND AND AND AND AND AND AND AND AND AND	Corvains, Or.
tttamam am mamamal aassasal		
'omntroller	C C Home	Convollie On
Accietant compteelles	name of the module	Corvains, Or.
Comptroller	C C Uomo	
Augistant auditan	The contract of the contract o	Corvains, Or.
Assistant auditor	Www. W. Hoom	
Manager	wm. M. Hoag	Corvains, Or.
Assistant general manager		'
Chief engineer	N 957 97 . 31	
superintendent	E. W. Hadley	
Assistant general superintendent		
Division superintendent		••···
Division superintendent		
Division superintendent Division superintendent		
superintendent of telegraph	Chas. Clark	Corvallis, Or.
Fraffic manager		
Assistant traffic manager		
Assistant traffic manager ieneral freight agent Assistant general freight agent	C. C. Hogue	! Corvallis, Or.
Assistant general freight agent		
teneral passenger agent	C. C. Hogue	Corvallis, Or.
Assistant general passenger agent		
seneral ticket agent		
Assistant general ticket agent		• • • • • •
eneral baggage agent		
Superintendent of express		
Superintendent of expressand commissioner		
THE COMMISSION AND THE STREET OF STREET	*****	

PROPERTY OPERATED.

[FOR ROADS MAKING OPERATING REPORTS.]

	TOR HOADS MARING	OI BRATING REPORTS.			
	In giving roads, observe the following classif	ication and order:			
1.	Railroad line represented by capital stock: (a) Main line. (b) Branches and spurs.	3. Line operated unde4. Line operated unde rental is conting	r con	tract, or	r where the
2.		other considerations. Line operated under	DS.	•	
	Name of every railroad the operations of whi	ich are included in the in	come	accoun	t—page 31.
-		Ter minals.		road	Tine ach oads

Name	Te	minals.	ine for road rd.	of line each roads
Name.	From—	<i>Tr-</i>	Miles l each name	Hues for class
Willamette Valley & Coast R. R. Co. operated by Oregon Pacific R. R. Co.	Yaquina	Halsted	127.9	<u></u>

The track is laid between Yaquina and Boulder Creek, a distance of 141.81 miles; but has only regularly been operated from Yaquina to Halsted, a distance of 127.9 miles.

[Note.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—Frank J. MILLER. clerk.]

ASSIGNED FOR OPERATION. PROPERTY LEASED OR OTHERWISE

[FOR ROADS NOT MAKING OPERATING REPORTM; OR SUBSIDIARY OPERATING ROADS.]

Give here a full explanation of the contract existing between road (or roads) mentioned on page 13, and the company by which it is operated. In the case of a subsidiary company making an operating report, its mileage will of course appear on page 9.

Contract between the Willamette Valley & Coast Railroad Company and the Oregon Parific Railroad Company in writing, dated in September, 1880. The Oregon Pacific Railroad Company is constructing the line of road for the under this contract the Oregon Pacific Railroad Company operates the completed portion contract the Oregon Pacific Railroad Company operates the completed portion.

ATOM SE CA PITAT.

	CAL	CAPITAL SI	STUCK.	;		ege
Description	Number of shares and authorized.	Par value of shares.	Total par value authorized	Total amount towed and out- standing.	Dividends declared during year. Rate. Amount.	
Capital stock— Common. Preferred	180,000	00 001	\$ 18,000,000			fic Railroa
or capital mock	Nu share duri	th rea ring 3	Total num	Total cash real teel.	Remorts	
Common Preferred Common Preferred Common Preferred Common Preferred Common Preferred Common Preferred Common Preferred Common Preferred Common Preferred Common Preferred Common Preferred Common Comm						any, 1892.
Total						

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

FUNDED DEBT.

	i	Am't paid during year			
	Interest.	Amount accrued during year.			
İ		When payable.		64 Apr.1, Oct.1	
_		Rate.	!	35	
	(wh read-	amound insued.			
	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	outstanding.	-	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
) (1) (1) (1) (1) (1) (1) (1) (1) (1) (1	issurd.		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
•	formount.	authorized issue.	1	1900 \$ 15,000,000	\$ 15,000,000
•	Time.	When due.		1900	
		Date of issue.		13.5	1
	Thus of band or	oblipation		First mortgage	Grand total

The funded debt of the Willamette Valley & Coast Railroad Company and of the Oregon Pacific Railroad Company consists of \$15,000,000 of we first mortgage gold bonds, issued jointly by the two companies; interest payable semi-annually on April 1st and October 1st. Default was made in payment of interest due October 1, 180, and on October 28, 1890, a receiver was appointed of both companies by the circuit court of the State of Oregon for Benton county.

RECAPITULATION OF FUNDED DEBT.

Interest.	ontstanding. Amount accrued Amount paid during year.	
	Amonths takened.	\$ 15,000,000 00

RECEIVER'S CERTIFICATES.

	Reste			
Interest.	Amount paid during year.			*
	Amount accrued during pettr.			
Princial.	during year. disposed of during year.	<u> </u>		
£.	Amount paid during year.			*
	outstrading.			
	Amount insued.			
	Date inpure.			Total

CURRENT ASSETS AND LIABILITIES.

(net and current assets available for payment of current liabilities.	ent Habilities.	Current Habilites accreed to and including June 30, 1882.	ding June 30, 18	7.7
##p	\$ 87,83		40	712, 468 00
Bills receivable	3,091.80		:	7.7.7. 28.0.7. 28.0.7.
	8,579 22		# # # # # # # # # # # # # # # # # # #	21, 511 85
	65,833 62		pone	
Total	8 910,840 59			OT JOB ON:
		Miscellane das assets	- -	196 11
		Total		910,340 59
a Metadole and manufactor of Last 102 02	1See concern hale	I Ob cannot be been about 10 l	-	

[Norg.—Where reference in the above table is made to a page. It directs attention to the page of the blank report which the commission sent to the railroad company —Prank J. Miller, clerk.)

10000	Total amount	Apport	Apportionment.	Amount 1	Amount per mile of road.	:	
	outstanding.	To railroads.	To other properties.	oper- Miles.	Amount.	Renarks	×.
Capital stock, page 17. Bonds, page 19 (grand total). Equipment trust obligations, page 21							1
None of road	Canifol stock	Funded debt		('y reent linbilities	Total	Amount per mile of road.	nile of road
		-				Miles.	Amount.
regon Pacific Railroad Co., joint liabilities with W. V. & C. R. Co \$	18, 000, 000 00	0 8 15,000,000 00	00 000				
Total							

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

			Orego	n Pa	cific	Rai	lroa	d Co	mpan	y, 18:	92.	
_		Ond per mile								1		
	• Total cost	June 30, 1492.				:					+ + +	
	Thirty count	June 30 1891	62,417 68	200 E	186, 924 186, 924 186, 924 187	25,85 25,85 21,85	40, 350 21 22,360 22	96, New 74	164,510 48 138,385 96 1 4,534,834 11	124, 407 30 30, 217 94	15, 134 12	8, 9723 81 8 342, 240 71 8 4, 877, 163 72
year.	Not included in operating expenses	Charged to construction or equipment,										
penditures during year.	Not included in a	Charged to theome arroand as perminent improvements.		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1					;			
A.7.		Included in operating expenses.										
		Hem.	Construction — Right of way	Fences Crading and bridge and culvert masoury Bridges and treaties	Ties.	*	onstruction	Adings and yard extensions	Road built by contract Tunnels Other tions Total construction	A Charle	Baggave expres, and postal cars. Combination cars. Freight cars.	equipment, etc.

Same a. June 30, 189

INCOME ACCOUNT.

[FOR ROADS MAKING OPERATING REPORTS.]

1	
Gross earnings from operation, page 35Less operating expenses, page 45	\$ 117,339 46 197,804 71
Income from operation	80, 465 3
Dividends on stocks owned, page 37 Interest on bonds owned, page 39	
Miscellaneous income, less expenses, page 41	
Income from other sources	
Total income.	8 80, 465 27
Deductions from Income—	•
Interest on funded debt accrued, page 23. Interest on interest-bearing current liabilities accrued, not otherwise provided for.	
Rents, page 47, A	
Permanent improvements, page 29	
Other deductious.	
Total deductions from income	
Net income	90.465.15
Deficit	
Dividends, 4, preferred stock	
Total	
Surplus from operations of year ending June 30, 1892 Deficit from operations of year ending June 30, 1892	90 465 25
Denois Itom operations of year ending state 50, 1692	!
Surplus on June 30, 1891 (from general balance sheet, 1891 report) Deficit on June 30, 1891 (from general balance sheet, 1891 report)	
Additions for year	
Deductions for year	
Surplus on June 30, 1892 (for entry on general balance sheet, p. 51). Deficit on June 30, 1892 (for entry on general balance sheet, p. 49).	8 80, 465 25
	l

[NOTE.—Where reference is made in the above table to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER clerk.]

EARNINGS FROM OPERATION—STATE OF OREGON.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Passenger— Passenger revenue Less repayments— Tickets redeemed France force refunded			
Excess fares refunded. Other repayments	-		
Total passenger revenue Mail Express Extra baggage and storage and other items			$\begin{array}{cccccccccccccccccccccccccccccccccccc$
Total passenger earnings		·	<u> </u>
Freight— Freight revenue Less repayments— Overcharge to shippers Other repayments			72, 720 03
Total deductions			
Total freight revenue Stock yards Elevators Other items			\$ 72,720 03
Total freight earnings	_		\$ 72,720 03
Total passenger and freight earnings Other earnings from operation— Car mileage, balance		i 	¥ 117,339 46
Telegraph companies	-		
Rents not otherwise provided for			
Total other earnings	•		1
Total gross earnings from operation, Oregon. Total gross earnings from operation, entire	e .	!	\$ 117,339 46

Notice should be taken of the fact that the earnings of the road operated by the Oregon Pacific Railroad are chiefly dependent, so far as freight is concerned, on the transportation between Yaquina and San Francisco. During the term of the receivership embraced in this report the steamship Willamette Valley has been the only steamer engaged in this traffic. Consequent detention of freight followed by a very great diminution in the volume of freight tendered to the Oregon Pacific Railroad for transportation was the inevitable result.

[Note.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—Frank J. MILLER, clerk.]

OPERATING EXPENSES.

[Apportionment between passenger and freight traffic is estimated according to the rule prescribed by the interstate commerce commission.]

Item,	Chargeable to passenger traffic.	Chargeable to freight traffic.	Tutal.
Maintenance of way and structures—	1		
Repairs of road way			\$ 11,443 6
Renewals of rails			3,025 81
Renewals of ties			2,303 45
Repairs of bridges and culverts		, <u></u> ,	15, 400 99
Repairs of fences, road-crossings, signs, and cat- tle guards			63 2 31
Repairs of buildings			2, 396 94
Repairs of docks and wharves			
Repairs of telegraph			i, 137 Z
Other expenses			319 13
Total			\$ 69,649 21
Maintananaa of Aulitimant			
Repairs and renewals of locomotives			3,489 67
Repairs and renewals of passenger cars			1, 390 Œ
Repairs and renewals of passenger cars			5, 481 06
Repairs and renewals of ferry-boats, tugs. floats, and barges		~	691 04
Shop machinery, tools, etc.			
Shop machinery, tools, etc.		*******	
Total			\$ 11,051.90
Conducting transportation— Wages of enginemen, firemen and round-house-	!		•
-		1	11, 336 70
Fuel for locomotives			K 103 45
Water supply for locomotives			
All other supplies for locomotives			470 90
Wages of other trainmen			
All other train supplies			
Wages of switchmen, flagmen and watchmen			2,571 3
Expense of telegraph, including train dispatchers	1		•
and operators			7,234 79
Wages of station agents, cierks, and laborers			11,100 17 806 49
Station suppliesSwitching charges, balance			5U0 12
Switching charges, balance			21 25
Car mileage, balance	,		
Loss and damage	i		1, 484 06 164 25
Injuries to persons		••••	104 2
Barges, floats, tugs, ferry-boats, expenses of, in-	'i	! •	7,410 N
cluding wages, fuel, and supplies			
Other expenses			
Total			
Compress		i	, -
Salaries of clerks			27,819 29
Salaries of clerks)			
General office expenses and supplies			2,732 52
Agencies, including salaries and rent		I	1 250 or
Advertising		: 	
Commissions			
Insurance			
Expense of fast freight lines.			
Expense of traffic associations			
Expense of stock yards and elevators			0 000 (1)
Rents for tracks, yards, and terminals, page 47, B			9,078
Rents not otherwise provided for			
Legal expenses		1	7,648 W
Stationery and printing			1,444 94
Other general expenses.		'	2,129 81
Total			\$ 54,306 41
			Ī

[Note.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—Frank J. MILLER, clerk.]

OPERATING EXPENSES—CONCLUDED.

[Apportionment between passenger and freight traffic is estimated according to the rule prescribed by the interstate commerce commission.]

Item.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
Recapitulation of expenses— Maintenance of way and structures Maintenance of equipment Conducting transportation General expenses			\$ 69,689 21 11,051 80 62,757 29 54,306 41
Grand total Percentage of expenses to earnings, entire line Operating expenses, Oregon— Maintenance of way and structures Maintenance of equipment			\$197, 804 71 1. 6859
Conducting transportation General expenses Total		1	

As there is no just and exact method of apportioning operating expenses to passenger traffic and to freight traffic, this office has never attempted such division.

This road being wholly within the State of Oregon, does not report to the Inter-State Commerce Commission, and the method of division of operating expenses adopted by that body was pronounced arbitrary and unsatisfactory by the Association of Railway Accoutants.

b, etc., with other companies or persons, concerning the : 1. Express companies, 2. Mails, 3. Sleeping, parlor, railroad companies. 6. Steamboot or steamship com-

Oregon Pacific Railroad Company, 1892.

CONTRACTS, AGREEMENTS, ETC.

ifere give a concise statement of a transportation of freight or passengers, or dining car companies. 4. Freight panies. 7. Telegraph companies. 8. Other contracts.

1. Wells, Fargo & Co. covering the line from Yaquina to Halsted, a distence of 127.9 miles, from which revenue is derived as follows: Regular varies: matter one and one-half times first-class freight rates, special express matter, same as first-class freight rates.

SECURITY FOR FUNDED DEBT-PAGE 23.

	H-hat	What road morigaged		Jo Janone F	1b/kg/	What	
these of board or obliquetion				Mortogoe per	equipment	TACOME	What serurifies mortgaged
	From-	- A	Willes.	mile of Hine.	mortonped.	mortpaged.	i i
1	<u> </u>	1					
First mortgage bonds	Yaquiba	Bolse	990	600 \$ 25,000 00 All		None	None
[New and and which the chart that the chart the chart that the chart the chart that the chart the chart that the chart that the chart the chart that the cha	home table to me	do to a mana de de	i i i	antion to the	- A one Jo man	tunt sonos	which the accommission

DINN'S report which the commission sent I NOTE -- Where reference in the above table is made to a page, it directs attention to the page of the to the rulingal company -- Prank J. Milika, clerk.]

EMPLOYÉS AND SALARIES.

Class.	Number.	Total number of days worked	Total yearly compensation.	Average daily compensation.
General officers	7		\$ 17,440 32	
General office clerks	10		10, 173 52	
Station agents	10	3, 7 20	8,470 16	3 2 28
Other station men	8	2,652	4,901 20	1 60
Enginemen	7	1,632	7,266 80	4 45
Firemen	5	1,596	3,956 76	i 2 48
Conductors	5	1, 248	4,412 28	3 53
Other trainmen	10	2,676	6,307 94	2 36
Machinists.	5	1, 212	3,906 72	8 22
Carpenters	9	2,882	9,356 36	3 24
Other shopmen	11	3, 192	8,333 96	2 62
Section foremen	17	5, 820	13,080 24	2 25
Other trackmen	50	13, 820	14, 986 69	1 08
Switchmen, flagmen, and watchmen		3,012	5,318 94	1 76
Telegraph operators and dispatchers	4	1,488	4,980 77	3 35
Employés—account floating equipment.	1	1 1, 100	7,000 11	0 00
All other employés and laborers	60	10,032	23, 253 76	2 32
att oviici employes and laborers		10,002	20, 200 10	2 02
Total (including general officers), Oregon	226	54,882	8 146, 146 69	1
Less general officers	7	1 002	17,440 32	,
Dees Remeral Officers			17,440 32	
Total (excluding general officers), Oregon_ Distribution of above—	219	,	8 128,706 37	
General administration		1	27,613 84	
Maintenance of way and structures			58, 338 23	`
Maintenance of equipment			14,579 77	
Conducting transportation			45,614 85	
community in the political desired in the property of the political desired in the political des			30,014 00	
Total (including general officers), Oregon			8 146, 146 69	
Less general officers			17, 440 32	!
Twee Reneral officers			17, 410 32	
Total (excluding general officers), Oregon			\$ 128,706 37	
Total (including general officers) entire				

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—STATE OF OREGON.

Item.	Column for ton- nage, number passengers.num- ber trains, mileage, number cars.	
Passenger traffic—	1	
Number of passengers carried earning revenue	48, 726	1
Number of passengers carried earning revenue	1,444,346.83	
A vergre distance carried	1 29 6	i
Total passenger revenue, page 35		'\$ 34,050 29
Average amount received from each passenger		. 69%1
Average receipts per passenger per mile		.02357
Estimated cost of carrying each passenger one mile		
Total passenger earnings, page 35		44,619 43
Passenger earnings per mile of road		348 86182
Passenger earnings per train-mile		
Freight traffic—		<u> </u>
Number of tons carried of freight earning revenue Number of tons carried one mile	43, 436. 25	
Number of tons carried one mile	2,649,344.83	
Average distance haul of one ton	61	
Total freight revenue, page 35		
Average amount received for each ton of freight.		1 67417
Average receipts per ton per mile		. 02744
Estimated cost of carrying one ton one mile		
Total freight earnings, page 35	<u> </u>	72, 720 08
Freight earnings per mile of road		568 569
Average distance haul of one tou. Total freight revenue, page 35. Average amount received for each ton of freight. Average receipts per ton per mile. Estimated cost of carrying one ton one mile. Total freight earnings, page 35. Freight earnings per mile of road. Freight earnings per train-mile.		
Passenger and freight revenue, page 35Passenger and freight revenue per mile of road		106,770 32
Passenger and treight revenue per mile of road	`	
Passenger and freight earnings, page 35		**********
Passenger and freight earnings per mile of road		
Gross earnings from operation, page 35		
Gross earnings from operation per mile of road Expenses, page 45 Expenses per mile of road		
Expenses, page 40		
Train mileage—		
	51 OCC	!
Miles run by passenger trains	01,000	
Miles run by mixed trains	25, 984 24, 830	
miles run by mixed dains	47, 550	1
Total mileage trains corning revenue	106 79)	
Total mileage trains earning revenue	100, 702	
Miles run by switching trains Miles run by construction and other trains		
Miles full by constituction and other trains.		1
Grand total train mileage		
Mileage of loaded freight cars—east	107,682	
Mileage of loaded freight cars—west.		
Mileage of empty freight cars—east		
Mileage of empty freight cars—east		
Average number of freight cars in train		
Average number of loaded cars in train	8	
		1
A VAPA (19) IIII IIII III AI AIII III V II VALTA III ITAIII	J	
Average number of empty cars in train	47	İ
Average number of tempty cars in trainAverage number of tons of freight in trainAverage number of tons of freight in each loaded car	47	

[[]Note.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—Frank J. MILLER, clerk.]

FREIGHT TRAFFIC MOVEMENT.

[COMPANY'S MATERIAL EXCLUDED.]

	Commodity.	Freight originating on this road.	Freight received from connecting roads and other carriers. (Whole tons.)	Total freight	tonnage.
		(Whole tons.)	Freight from ing r other (Who	Whole tons.	Per cent.
	(Grain	13, 340, 32	3, 469. 11	16, 809. 43	38, 59
	Flour		1.02	1, 330. 04	03.06
	Other mill products				
Produc's of		553, 85		553.85	01.17
agriculture	Tobacco	!			-
	Cotton	000.00			
	Fruit and vegetables	288.69	89, 48		.81
	Hops	9.95	A EE	9.95	.02
	Live stock		4.55	109.67	. 25
Products of	Dressed meats	18.15	. 03	18.1 8	. 04
animals.	, F F	8.90		8.90	00
amuniam.	Poultry, game, and fish		.52	28. 25	.02
	Hides and leather	39.57	62.99	102, 56	.23
	(Authracite coal)	3 00.01	02. 33	102.00	
	Bituminous coal	8,92	17.86	26, 78	. 06
Products of	Coke	,,,,	,		
mines.	Ores	. 25		. 25	
	Stone, sand, and other like articles			• • • • • • • • • • • • • • • • • • • •	
Products of	Lumber	14, 347. 26	18.68	14, 565. 94	33.07
forest.	Wood	000 00		885, 62	2.38
	Petroleum and other oils	60.85	7.50	68.35	. 15
	Sugar Naval stores				!
	Naval stores				
	Iron, pig and bloom				
_	Iron and steel rails	23, 96		23, 96	.05
Manufac-	Other castings and machinery	46.14	32.43	78.57	1 .18
tures.	Bar and sheet metal	19.61	3. 16	22.77	.05
	Cement, brick, and lime		. 39	14.69	.03
	Agricultural implements	38.57	1.40	39. 97	.09
	Wagons, carriages, tools, etc	31.99		31.99	.07
	Wines, liquors, and beers	208.94	17.41	226, 35	. 52
Mamahamatta	Household goods and furniture	223.66	49.01	272.67	. 62
Merchandise					
	us—other commodities not men-	1 700 17	e 000 15	0 000 04	10.40
tioned abo	v C	1,709.17	6, 320. 17	8, 029. 34	18.48
Total +	Annaga Orogon			***************************************	;
Total t	onnage, Oregononnage, entire line	33, 340, 54	10 005 71	12 426 03	100.00
TOMIL	onnage, cutile mue	00,040.04	10, 095. 71	43, 436. 25	100.00

DESCRIPTION OF EQUIPMENT.

Item.	Number added during year.	Total number at end of year.	E qui _l	oped with train brake.		oment fitted with matic coupler.
	Numb	Total at end	No.	Kind.	No.	Kind.
Locomotives—						
Passenger		10		1		1
Freight			·			, i
Switching		. 2				. [
Lea-ed					:	1
Total locomotives		16		1		Miller.
Cars in passenger service—		10		,		Miller.
First-class passe ger cars		5	5	Westinghouse.	5	Miller.
Second-class passenger cars			!	1 Ostragnouse .	"	; Marier.
Co · bination passenger cars				Westinghouse	2	Willer.
Emigrant (ars					·	
Dining cars						Ì
Parlor cars	1				1	1
Sleeping cars				1	1	.1
B gg (ge, express, a) d postal cars		4		Westinghouse	4	Miller.
Other cars in passenger service		j 1		Westinghouse	1	Miller.
Total		1.1			7.	
Car in tr ight service—		12	12	Westinghouse -	12	Miller.
Box cars	1	253	253	Hand brake	050	Link and pin
Fint cars			81	Hand brake	203	Link and pin
			1	Hand brake		Link and pin
Stock cars	!		1			Ding and pos
Tank cars						•
Refrigerator cars			1		1	
O her cars	!		 			.1
.	ļ		` 	,		•1
Total	!- 	335	335	Hand brake	335	Link and pin
Car in company's service—	1					
Gravel cars Derrick cars		\	!	77 - 3 1 - 1 - 1	1	
C (boose cars			1 1	Hand brake		Link and pin
Other road cars.		9	5	Hand brake	5	Link and pin
Omer tond carsillian and a					'	·
Total		6	6	Hand brake	6	Link and pin
Cars contributed to fast freight line			1	I GIG DIGAC		DILLE GOO POR
service—	l	<u> </u>	j		i	1
						.]
M. (a) as = 0.000 \$				·		·
Total cars owned	,	353				•
Car- leased—	1			I	1	
***************************************	i		<u></u>			
Grand total cars		353				1
GIGHA WAID		202		ļ		· [

MILEAGE.	AMILEAGE OF ROAD OPFRATED.
	KX

	Line repre capitul	Line represented by capitul stock.	Line of	Line oper-	Line oper- ated under	Line oper-	Total mile-	New line	Ra	Rails.
Line th use.	Marn Une.	Branches and spurs.	propriedity companies.	ded under lease.	contruct, etc.	trackage rights.	age operaled	during year.	Iron.	Steel.
Miles of single track					127.9					127.9
liles of yard track and sidings		•			13.46					13.46
Total mileage oper- ated (all tracks)					141.36					141.36
		B.—MILEAGE 1.—MILEA	OF IGE OP	BY B	FES AN	D TERRITORIES. THIS REPORT.	ORIES.			
	Line repr	Line represented by capital stock.	Line of		Line oper-	New line	Total mile-	Line oper-	Ra	Rails.
Nate or territory.	Main line.	Branches and spurs.	proprielary compunies	ated under leuse.		during year.	-27 - 27	trackaye rights.	Iron.	Steel.
State of Oregon					1.7.9 13.46					141.36
Total mileage oper- ated (single track)					141.35					141.36
+		11.11	MILEAGE OW!	OWNED BY ROAD	MAKING	THIS REPORT		i i		1
	Line repre capital	Line represented by capital stock.	Line of	Line oper-	Line aper- ated ander	New tine	Total mile-	Line oper-		Rails.
State or territory.	Main line.	Branches and spurs.	propraeury companies.	ated under lease.	contract, etc.	daring pear.	2.3	trackage rights.	Iron.	Steel.
State of Oregon										
Total mileage owned								` <u> </u>		

RENEWALS OF RAILS AND TIES.

							•	
Kind.	Tons.	Weight per yard. (Pounds.)	Average price per ton at distributing point.		Kind.		Number.	Average price at distributing point.
Iron				Fir			19,887	K .
Total iron				Total			19,887	21
Total steel						i		
	CONE	CONSUMPTION	N OF FUE	L BY	LOCOMOTIVES	VES.		
•	!	Coal	Coal—Tons.	•	Wood — Cords.	Total fries		Average
Locomotives.		Anthracile.	Bituminous.	Hard.	Soft.	consumed— lons.	Mucs run.	consumed per mile.
Passenger Freight Switching Construction					2,625	4,603 12		
Total Average cost at distributing point					2 63			

CHARACTERISTICS OF ROAD.

Boulder Crook Miles. Boulder Crook Miles. Hall 81 623 M. 15 87.66 Miles. M	BRIDGES, TRESTLES, TUNNELS, STO. 12,476.70 of descending grade. BRIDGES, TRESTLES, TUNNELS, STO. 12,476.70 of descending grade. BRIDGES, TRESTLES, TUNNELS, STO. 12,476.70 of descending grade. BRIDGES, TRESTLES, TUNNELS, STO. 12,476.70 of descending grade. Control of desce			₹ :	Allgnment.			1	,	Profile.	1	,	,	
BRIDGES, TRESTLES, TUNNELS, ETC. BRIDGES, TRESTLES, ETC. BRIDGES, ETC. BRIDGES, ETC. BRIDGES, ETC. BRIDGES, ETC. BRIDGES, ETC. BRIDGES, ETC. BRIDGES, ETC. BRIDGES, ETC. BRIDGES, ETC. BRIDGES, ETC. BRIDGES, ETC. BRIDGES, ETC. BRIDGES, ETC. BRIDGES, ETC.	BRIDGES, TRESTLES, TUNNELS, ETC. BRIDGES, TUNNELS, ETC. BRIDGES, TRESTLES, TUNNELS, ETC. BRIDGES, ETC. BRIDGES, ETC. BRIDGES, ETC. BRIDGES, ETC. BRIDGES, ETC. BRIDGES, ETC. BRIDGES, ETC. BRIDGES, ETC.	Working divisions or bran	ches.		(,ss)	Ani		Asco	пфенд дта	de:	Desce	пдінд дт	ades.	
Bailder Creek 141.81 523 54.15 87.66 44.86 91 2,475.9 72.01 56 810.1 21.44 BRIDGES, TRESTLES, TUNNELS, ETC. 140.00	Boulder Greek 141.81 623 54.15 87.66 44.86 91 2,475.9 72.01 56 810.1 21.44			Number of curves.	אַסטרפּטַתוֹכּ לכּמּמֵלּאַ בערריכּט ווחב. (אַנּי	I Length of atractable (Miller)	Length of level line (Miles.)	Учирет.	Sum of ascente.	- อินทานวายา R	.Vumber.	Ames of descends. (Apsil.)	, Qaibnessead 19	Oregon 1
BRIDGES, TRESTLES, TUNNELS, ETC. Aggregate Minimum Maximum Ma	BRIDGES, TRESTLES, TUNNELS, ETC. BRIDGES, TRESTLES, TUNNELS, ETC. Angregate Angregat				<u>م</u>	87.66	88.	<u>ه</u>	2,475.9	72.01	38	810.1	21.44	Pacif
BRIDGES, TRESTLES, TUNNELS, ETC. Aggregate Minimum Maximum Maximum liengh, length, le	BRIDGES, TRESTLES, TUNNELS, ETC. Aggregate Minimum Maximum	·	<u></u>	82	24, 15	87.66	48.89	16	2,475.9	72.01	8	810.1	21.44	lc R
42,285 6 2,512 284 284 3 1,975 480 806 Total	42,286 6 4,612 284	Лет.	Aggregate length. (Feet.)		§ ——	cimum ngth bet.)	1		Ист.		Numb	<u> </u>	elght of sat above rface of (Feel.)	oad Com
3 1, 975 480 806 Total	Total Total Total Total Total		of			2,612					1 11			p any, 189
	es; 141.81 miles.		91,976			1 8	e e	=						2.

TELEGIRAPH.

A.-OWNED BY COMPANY MAKING THIS REPORT.

Oregon Pacific Railroad Company, 1892.

Miles of line	Miles of mino	Operated by this company.	his company.			Operated by another company.
	معدده ما سواد.	Miles of line.	Miles of wire.	Hiles of line.	Hiles of wire.	Name of operating company.
138	138	127.9	127.9			Oregon Pacific R. R. Co. and W. V. & C. R. R. Co.
, eá	B.—OWNED BY	1	ANOTHER COMPANY, BUT LOCATED ON	BUT LOCATI		PROPERTY OF ROAD MAKING THIS REPORT.
Hiles of line.	Miles of wire.	•	Name of owner.			Name of operating company.
				<i>†</i> 0	OATH.	•
STATE OF Cot I, the unclease been prel same, and de matter and the before stating	TE OF OREGON, County of Benton. I, the undersigned, C. C. been prepared, under m e, and declare the same ter and thing therein selver stating the gross earn). } ss. Hogue, Audit my direction, i e to be a comp et forth, to the	tor of the Ore from the originates and correct best of my k	gon Pacific Ra nal books, pa ct statement o nowledge, in forth, except	ilroad Compar pers, and reco f the business formation, and those shown	County of Benton. Secondary. County of Benton. Secondary. County of Benton. Secondary. County of Benton. Auditor of the Oregon Pacific Railroad Company (T. E. Hogne, Receiver), do say that the foregoing return been prepared, under my direction, from the original books, papers, and records of said company; that I have carefully examined the been prepared, under my direction, from the original books, papers, and affairs of said company in respect to each and every e, and declare the same to be a complete and correct statement of the business and introductions were made to thing therein set forth, to the best of my knowledge, information, and belief; and I further say that no deductions were made for and thing therein set forth, to the best of my knowledge, information, and belief; and I further say that no deductions were made stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts. C. C. HOGUE,
Corporate of co	4 - 4	Cont. The 12		•		AUGIMI.

Subscribed and sworn to before me this --

REPORT

OF THE

NORTHERN PACIFIC RAILROAD COMPANY.

For the year ending June 30, 1892.

HISTORY.

1. Name of common carrier making this report? Northern Pacific Railroad Company.

2. Date of organization? September 29, 1875.

- 3. Under laws of what government, state, or territory organized? [If more than one, name all; give reference to each statute and all amendments thereof.] Chartered by act of Congress, July 2, 1864.
- 4. If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same. Not a consolidated company.

5. Date and authority for each consolidation? None.

6. If a reörganized company, give name of original corporation, and refer to laws under which it was organized. Northern Pacific Railroad Company, chartered by Congress July 2, 1864.

7. [For companies not making operating reports.] What carrier

operates the road of this company? None.

ORGANIZATION.

Names of directors.	Postoffice address.	Date of expiration of term.
Chas. B. Wright Thos F. Oakes R. G. Rolston W. L. Bull Henry Villard Edwin H. Abbot Chas. L. Colby Colgate Hoyt G. A. Morrison Chas. T. Barney Jas. B. Haggin Jas. B. Williams D. S. Wegg	New York New York New York New York New York New York New York New York New York	October, 1893.

Total number of stockholders at date of last election? Four thousand and thirty-nine. Date of last meeting of stockholders for election of directors? October 16, 1890. Give postoffice address of general office. 35 Wall street, New York. Give postoffice address of operating office. St. Paul, Minn.

OFFICERS.

Tille.	Name.	Location of office.
Chairman of the board	Henry Villard	New York.
President		
First vice-president	J. R. Williams	New York.
Second vice president	C. H. Prescott	Tacoma, Wash.
Third vice-president		i
Secretary	G. H. Earl	New York.
reasurer		
General counsel	Jas. McNaught	New York.
Counsel	J. C. Bullitt. Jr.	St. Paul, Minn.
Comptroller		
Assistant comptroller	!	1
Auditor-general	J. A. Barker	New York.
Auditor-general	M. P. Martin	St. Paul, Minn.
jeneral manager	W. S. Mellen	St. Paul. Minn.
Assistant general manager	W. G. Pearce	St. Paul. Minn.
Chief engineer	J. W. Kendrick	Chicago, Ill.
Superintendent	M. C. Kimberly	St. Paul, Minn.
Assistant general superintendent	G. W. Dickinson	Tacoma, Wash
1	A. E. Law	Minneapolis.
	F. Greene	Superior, Wis.
	G. W. Vanderslice	Winnipeg, Man.
1	A. J. McCabe	Jamestown, N. D.
	J. E. Phelan	
Nimisian supamintandants	John Dorsey	Glendive, N. D.
Division superintendents	J. D. Finn	Livingsion, Mont.
	W. H. Brimson	Missoula, Mont.
	F. W. Gilbert	Sprague, Wash.
	C. S. Prowell	Ellensburg, Wash.
	Jos. McCabe	Tacoma, Wash.
· •	N. Kline	Seattle, Wash.
uperintendent of telegraph	O. C. Greene	St. Paul, Minn.
General traffic manager	J. M. Hannaford	St. Paul. Minn.
Assistant traffic manager		•
Assistant traffic manager	S. L. Moore	St. Paul, Minn.
Assisiant general freight agent	S. G. Fulton	Portland, Or.
eneral passenger agent	· C. S. Fee	St. Paul. Minn.
Assistant general passenger agent	B. N. Austin	St. Paul. Minn.
General ticket agent	C. S. Fee	St. Paul, Minn.
General ticket agent Assistant general ticket agent General baggage agent	A. L. Craig	St. Paul, Minn.
Beneral baggage agent	W. H. Lowe	St. Paul, Minn.
superintend-nt of express	H. H. Browning	Chicago Ill.
Land commissioner	C. B. Lamborn	St. Paul. Minn.

PROPERTY OPERATED.

[FOR ROADS MAKING OPERATING REPORTS.]

In giving roads, observe the following classification and order:

- 1.
- Railroad line represented by capital stock:

 (a) Main line.

 (b) Branches and spurs.

 3. Line operated under lease for specified sum.

 4. Line operated under contract, or where the rental is contingent upon earnings or
- (b) Branches and spurs.

 Proprietary companies whose outire capital stock is owned by this company.

 rental is contingent upon earning other considerations.

 Line operated under trackage rights.

Name of every railroad the operations of which are included in the income account—page 31.

N	Tern	ninals.	Miles linefor each road named.	Miles of line for each class roads named.
Name.	From—	То	Hiles cach	Hiles for class nam
1	Ashland, Wis.	Portland		2, 187 14
i	Duluth	South Superior	7.71	
	Bay Front Line	Superior	2, 65	
1	Aitken Spur, Minn.		. 88	
•	Howe's Mill Spur,			
1	Minn.		1.23	
į	Brick Yard Spur	Brainard	1.31	
į	Motley Spur		. 87	
	(Spur at mandan,	, 1		
;	North Dakota		. 65	
ì			. 32	
!	Spur at Bozeman,		0.1	
	Montana		. 91	
Northern Pacific R. R. Co.	Spur at Bonner,			
	Montana		1.45	
	Spur at Spokane,		41	
i	Washington		. 41	
	Spur at Tacoma,	Tumbon Will	. 23	
1	Washington Spur at Tacoma,		. 23	
	Washington	Smelter	4.01	ì
i	Spur at Winlock	Smelter	4.01	
	Washington	1	. 13	<u> </u>
1	Spur at Bucada,		. 10	
ì	Washington		. 66	
	Spur at Linton, Or.		. 26	
	Cokedale Spur,	1		
į	Montana		3.59	27.27
Little Falls & Dakota R. R.	Little Falls. Minn.	Morris	89.0 8	
N. P., F. & Black Hills R. R.	∃Wadena Junction_	Milnor	117.05	
Fargo & Southwestern R. R	Farko	La Moure	87.41	
8. C. & Turtle Mountain R. R.	'Sanborn	Cooperstown	36.75	
Jamestown & Northern R. R. N. P., La Moure & Mo. River R. R.	Jamestown	Minnewaukan	102.59	
N. P., La Moure & Mo. River R. R.	La Moure	Edgeley	21.30	
Southeastern Dakota R. R. Jameston & Northern Extension R. R.	rairview	Bayne	14.84	
Jameston & Northern Extension K. K.	Minnewautan	Leeds	18,03	
Helena & Jefferson County R. R.	Frickley Pear JCL.	Wickes.	20.08	
Rocky Mountain R. R. of Montana	International Par-	Winsings	02.01 45.70	
N. D. & Manitoha P. D.	Portege Innetion	Portogo Lo Projejo	60.78 60.60	
N. P. & Manitoba R. R.	Morne	Readon	145 92	
Cour d'Alene Ry. & Nav. Co.	Mission Idaho	Burke & Lookout	49.50	
Cœur d'Alene Ry. & Nav. Co	Hauser Junction	Cour d'Alene City	14 30	
Clealum R. R	Clealum	Rosvin Mines	5 39	
N. P. & Cascade R. R.	Cascade	Wilkeson C'rb'n'do	17.37	
Green River & Northern R. R.	Palmer	Kanglev	4, 43	
Tacoma. Orting & Southeastern R. R.	Orting	Puyallup River	7.65	
Rocky Fork & C. City R. R.	Laurel	Red Lodge	45.43	
N. P. & Puget Sound S. R. R.	Meeker	Seattle	31.42	
Rocky Fork & C. City R. R. N. P. & Puget Sound S. R. R. Duluth, Crookston & Northern R. R.	Fertile	Carthage	44.51	
(Nown Where reference in the ch	i	1		
fatome 11/h and mafore and the Air and			AA A! 1	- 43

[[]Note.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]

PROPERTY OPERATED—CONCLUDED.

[FOR ROADS MAKING OPERATING REPORTS.]

In giving roads, observe the following classification and order:

- 1. Railroad line represented by capital stock: (a) Main line.
- 3. Line operated under lease for specified sum.
- (b) Branches and spurs. 2. Proprietary companies whose entire capital stock is owned by this company.
- 4. Line operated under contract, or where the rental is contingent upon earnings or other considerations.

44.36

4, 453, 82

1.54

5. Line operated under trackage rights. Name of every railroad the operations of which are included in the income account, page 31.

Terminals. Name. From— (Centralia Ocosta & Cosmoplis 66 73 Lake View____ | Gate City_____ United Railroads of Washington 43.43 |__ 10.29 | 1,164.41 (|Elma | Summit 68, 75 James River Valley R. R. __Jamestown ____Oakes ____ 70. ×8 Logan Butte____ 20.90 Supplington Norris 7 09 |-Ha rison____ Pony____ Jefferson_____('alvin____ 30.05 | Boulder | Elkhorn | Clought Junction | Mary-ville | | N. P. & Montana R. R. 20.40 12.58 Drummond. Rumsey..... 32. 12 Missoula Grantsdale Grantsdale 50, 83 De Smet____Lookout.____ 109.53 Central Washington R. R. Chenev Grand Coulee 104.54 Duiuth & Manitoba R. R. Winnipeg Junction International Bdy. 205.77 |--105.43 37.90 6.09 St. Paul & Northern Pacific Ry.

Helena & Red Mountain Ry.

St. Paul Union Depot Co.

Great Northern Ry.

Great Northern Ry.

Great Northern Ry.

St. Paul Union Depot Co.

Great Northern Ry.

St. Paul Union Depot Co.

St. Paul Union Depot Co.

Great Northern Ry.

St. Paul Union Depot Co. 181.70 17.08 1,080.64 .56 Great Northern Ry. ____ St Paul ____ Minneapolis ____ 12. 12 Minneapolis Union Ry. University Switch | Minneapolis 2.60Minnesota & St. Louis Ry._____ | Track in Minnea-1.62 polis_____ Northern Pacific Terminal Co. Track in Portland 1.32 24.60 |-----

Point Superior

Where reference in the above table is made to a page, it directs attention to the of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]

MAPITAL STOCK.

]		İ	•	•	
	Number of	Por walve of	Total par salue	Total amount	Dividends declared during year.	ed during year.
	authorized.	shares.	authorized.	Manding.	Rate.	Amount.
	490,000	100 00	\$ 49,000,000	4 49,000,000 00		00 101 890
Preferred	510,000	100 00	61,000,000	36, 564, 250 05	e XX	866, 041 00 866, 741 00
Total	1,000,000		\$ 100,000,000	\$ 85,564,250 05		\$ 3,096,063.00
Manner of payment for capital stock.	Number of shares issued during year	Cash realized on am't issued during your	Rotal number of sharee toward.	Total eash real- ized.	Remarks	rka.
Common Preferred Sate of for construction—						
Preferred seued for reorganisation—		1		000 000		
			200,000	51,000,000		
Total			1,000,000	\$ 100,000,000		

FUNDED DEBT.

BONDS.

INCOME

OBLIGATIONS,

MISCELLANEOUS

BONDS

MORTGAGE

Northern Pacific Railroad Company, 1892.

: :	Am'l paid during year	\$ 2,658,840 00 \$ 2,640,060 00 1,172,880 00 679,175 00 1,172,880 00 679,175 00 685,260 00 117,190 00 118,320 00 18,888 53 37,516 00 39,875 27
Interest.	Amount accrued during year.	
	When payable.	Jan., July. April, Oct. June, Dec. June, Dec. May, Nov. Mar., Sept. Jan., July.
	Rale.	ZZZXZZZ
Cash real	amount ireued.	\$ 44, 135, 290 50 16, 485, 989 76 9, 106, 921 00 41, 735, 401 99 2, 489, 738 00 4, 325, 599 75 4, 640, 821 20
A was constant	outstanding.	926,000 428,000 370,000 411,000 936,000 051,000 610,500
Tun out	issued.	\$ 46,943,000 00 \$ 20,000,000 000 000 47,411,000 00 00 4,500,000 00 4,640,821 20 \$
Amount of	authorized issue.	\$ 46, 943, 000 00 \$ 46, 943, 000 00 \$ 43, 20, 000, 000 00 00 20, 000, 000 00 11, 370, 000 00 11, 370, 000 00 11, 370, 000 00 11, 370, 000 00 11, 370, 000 00 17, 411, 000 00 17, 4, 500, 000 00 1, 4, 500, 000 00 1, 4, 640, 821 20 \$125,
36	When due.	1921 1933 1937 1989 1919 1919
Time.	Date of issue.	1881 1883 1887 1889 1879 1879
The second of the second of	obligation.	Gen. 1st mortgage Gen. 2d mortgage Gen. 3d mortgage Consolidated m't'g. Missouri division P. d'Oreille division Division cert's. ext.

Consolidated mortgage is intended to retire prior mortgages.

EQUIPMENT TRUST OBLIGATIONS

A.—GENERAL STATEMENT.

Remarks.	
Equipment covered.	2, 630 box cars. 500 coal and dump cars. 550 furnitur- cars. 10 pa-senger cars. 50 refrigerator cars. 5 express cars. 5 emigrant cars.
Number of pay- ments.	One
Term.	10 years
Date of contract.	1888
ries or other designation.	N. W. Equipment Company.

Contract mentioned above provides for the purchase by the Northern Pacific Railroad Company of the equipment described in October, 1898, the railroad company depositing with the trustee annually an amount in cash or bonds equal to 10% of the purchase price as collateral security for the purchase at date stated. In the meantime the railroad company pays as rental for use of the equipment 7% per annum on cost and collects interest on bonds held by trustee.

FUNDED DEBT.—CONCLUDED.

B.—STATEMENT OF AMOUNT.

	Cash paid on	Deferred paym	Cush paid on Deferred payments—principal		Deferred 1	Deferred payments — interest.	rest.	
scres or other designation.	detwery of equipmned.	Original amount.	Amount outstanding.	Original amoumt.	Amount Am't accrue outstanding. during year	Am't accrued during year	Am't paid during year.	Rate.
N. W. Equipment Company		\$ 3,000,000 \$ 3,000,000	\$ 3,000,000			\$ 210,000	\$ 210,000	*
Total		\$ 3,(00,000 \$ 3,000,000	!			\$ 210,000	\$ 210,000	*
". Miscellaneous obligations," p. 19 Total "miscel. obligations"								

RECAPITULATION OF FUNDED DEBT.

		Amount	Inte	Interest.	
Cides of acox.	Amount ussued.	outstanding.	Amount accrued during year.	Amount paid during year.	
Mortgage bonds, page 19 Miscellaneous obligations, page 21 Income bonds, page 19	\$ 137, 364, 821 20 3,000,000 00	3,000,000 00 3,000,000 00	\$ 6,691,956 07 210,000 00	\$ 6,631,549 51 210,000 00	
Total	\$ 140, 364, 821 20	128, 732, 560 00	\$ 6,901,956 07	\$ 6,841,549 51	
[Note.—Where reference in the above tables is made to a page, it directs sent to the railroad company.—Frank J. Miller, clerk.]	e, it directs attention	n to the page of th	attention to the page of the blank report which the commission	ich the commission	

RECAPITULATION.

A .- FOR MILKAGE OWNED BY ROAD MAKING THIS REPORT

Northern Pacific Railroad Company, 1892.

branch lines B. Co. B. Co. B. Co. B. Co. B. Co.	1	Then, amount	Apport	Аррогиовтем.	Amount 5	Amount per mile of road.	(
\$ 155,564,250 05 3,000,000 00 3,000,000 00 BY ROAD MAKING THIS REPORT WHICH ARE INCLUDED IN THE I WHICH ARE INCLUDED IN THE I WHICH ARE INCLUDED IN THE I WHICH ARE INCLUDED IN THE I 1,000,000 00 1,766,000 00 1,766,000 00 1,766,000 00 1,766,000 00 1,766,000 00 1,766,000 00 1,235,00	Account.	outetanding.	15	To other prop		Amount.	Rea	Remorks.
# 214, 296, 750 05 ED BY ROAD MAKING THIS REPORT F WHICH ARE INCLUDED IN THE I ('tapital stork Funded debi. 1, 000, 000 00 1, 000, 000 00 1, 766, 000 00 1, 766, 000 00 1, 766, 000 00 1, 766, 000 00 1, 766, 000 00 1, 766, 000 00 1, 225, 000 00	, , , , , , ,	85, 364, 230 05 125, 732, 500 00 3, 000, 000 00	# + + + + + + + + + + + + + + + + + + +		1	38,342		
ED BY ROAD MAKING THIS REPORT WHICH ARE INCLUDED IN THE I ('hpikal stort Pundral drb/, 1,000,000 00 1,766,000 00 1,000,000 00 1,766,000 00 1,500,000 00 1,766,000 00 1,500,000 00 1,769,000 00 1,000,000 00 1,228,000 1,000,000 00 1,228,000 1,000,000 00 1,228,000 1,000,000 1,228,000 1,000,000 1,228,000 1,000,000 1,228,		214, 296, 750 05				\$ 65,849 71		
(***Topilal Mork Francing driv*), (****Trant liabilities*, Total ***Sc4, \$50 05 \$ 129, 782, 500 00 \$ 15, 472, 455 54 \$ 229, 789, 205 1, 000, 000 00 1, 766, 000 00 1, 968, 000 1, 000, 000 00 1, 766, 000 00 1, 766, 000 00 1, 500, 000 00 1, 766, 000 00 1, 228, 000 1, 000, 000 00 1, 228, 000 00 1, 228, 000 1, 220, 000 00 1, 228, 000 00 1, 228, 000 1, 220, 000 00 1, 228, 000 00 1, 220, 000 00 1, 228, 000 00 1, 220, 000 00 1, 228, 000 00 2, 226, 000 1, 228, 000 3, 250, 000 1, 673, 000 4, 423, 000 00 \$ 15, 472, 455 54 \$ 267, 819, 405	BPOR MILEAGE OPERATEI	BY ROAD MA	ING THE	REPORT N THE I	RACKAGE BI	IGHTS EXCLUDE NT, PAGE 31.		OPERATIONS
8	Name of road	Capital stork	Pundrd		ront Hubilities.	Total	Amount pa	Amount per mile of road.
\$\\ \text{1.000, 000 00} \\ \text{1.29, 782, 500 00} \\ \text{1.000, 000 00} \\ \text{1.000, 000 00} \\ \text{1.29, 782, 500 00} \\ \text{1.000, 000 00} \\ \text{1.000, 000 00} \\ \text{1.000, 000 00} \\ \text{1.000, 000 00} \\ \text{1.000, 000 00} \\ \text{1.000, 000 00} \\ \text{1.000, 000 00} \\ \text{1.000, 000 00} \\ \text{1.285, 000 00} \\ 1.285, 000 0							Yacs.	Amount.
\$\\ \text{7.5}\\ \text{5.64}\\ \text{350}\\ \text{0.65}\\ \text{1.29}\\ \text{7.22}\\ \text{5.00}\\ \text{0.00}\		'	1					†
1, 000, 000 00 1, 766, 000 00 2, 786, 000 00 2, 786, 000 2, 786, 000 2, 786, 000 2, 786, 000 00 1, 780, 000 00 1, 780, 000 00 1, 787, 640 00 1, 228, 000 00 1, 2, 238, 000 00 1, 228, 000	owned James River Valley B. R. Co.	85, 564, 250 1, 000, 000	*	5,000 00 6	15, 472, 455 54	\$ 229,769,205.59 1,968,000.00	3, 279, 23	\$ 70,037 54 30,723 14
400, 000 00 400, 000 00 3, 250, 000 1, 750, 000 00 1, 278, 600 00 1, 288, 000 00 1, 288, 000 00 1, 288, 000 00 1, 288, 000 00 1, 288, 000 00 8, 428, 000 00 8, 428, 000 00 14, 678, 466 64 \$ 267, 819, 706		2,000,000		8 90		2,786,000 00	_	
1, 874, 600 00 1, 000, 000 00 1, 250, 000 00 6, 250, 000 00 8, 250, 000 00 8, 428, 000 00 8, 428, 000 00 8, 428, 000 00 8, 428, 000 00 8, 428, 000 00 8, 428, 000 00 8, 428, 000 00 8, 428, 000 00 8, 428, 000 00 8, 428, 000 00 8, 428, 000 00 8, 428, 000 00 8, 428, 000 00 8, 428, 000 00 8, 428, 000 00 8, 428, 000 00 8, 428, 000 00 8, 428, 000 00	Helens & Red Mountain R. R. Co	1 500,000		900		00 001 00x		
1, 000, 000 00 1, 23×, 000 00 8, 428, 000 00 14, 678, 000 00 8, 250, 000 00 8, 428, 000 00 8 15, 472, 466 54 \$ 267, 819, ² 05		1,874,600		90 000	* ! !	7,39,660		
\$ 100,592,950 05 \$ 151,754,500 00 \$ 15,472,455 54 \$, 000, 000 8, 250, 000	_	00 000	ı i	2,238,000 00	_	
		l		\$ 00 009,1	15, 472, 465 54		4, 409, 46	\$ 180,787 55
[NOTE,Where reference in the above tables is made to a page, it directs attention to the page of the blank report which the commission	[NorgWhere reference in the	bove tables is n	nade to a pag	e, it directs a	dention to the	page of the blank	report which	the commission

		λ	Torth	eri	n .	Po	ıcį	Ac	E	la	ilr	'0 (ul	C	lo i	nį	a	nį	/,	18	9.	2.						
!		Out per mile.	4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4			000000000000000000000000000000000000000			0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0									*1	8 551, 80ct 63								#, B70 95	# 62, 444 SF
	Third cost	tune 30, 1892.		814,997.50	24,413	50, 55	12, 12, 495 16	2,02,443.05	2 2 2 2 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	0.8	20 000 mm			1,968, 62,72	3	29,392,745 (8	500,000	12,120	992,949	5, 05, 05, 45, 45, 45, 45, 45, 45, 45, 45, 45, 4				\$	8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	됳	20	(\$201, MAP, 021-45
		June 30, 1801	9 69, 520, 191 76		20 VO.	20, 984, 136, 59	12,011,018 61	2, 2,7, 30, 27	6,175,451.35	100 May 120 M	2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	말	23	1, May, 104, 15,	27, 25.		800,000,000	2, 455, 451, 86	第 507 177 175	o, 062, 130 40	5, 371, 05 04	24 555 47	10 min	91,865.00	7,653,610.75	448,992,46	# 49, 484, 187 21	\$195, vii 55v, ti0
year.	Not included in operating expenses	Charped to constructum or equipment	\$ 1,544,765 97	13, 360, 01	21, 25 46	126, 415 87	8 12 12 8 12 12 8 12 12 8 12 12 8 12 12 8 12 12 8 12 12 8 12 1	16, 18, 73 18, 18, 18	19,15,13	SE, 954 30	X2 6/6/87	3,691,673 11	20.5	69,457,97	9,035 21	18, 227, 0.22 SH		132, 222, 831	* 8,065,540 73	920, R68 42	749, 9, 5, 15	134, 406 35	45, 101 20 44, 25,6 165		52,572,55	35, 600 nd		4 15,00,40 40
penditures during year.	Not included in o	Charged to facome account as permanent improvements.	_ 						4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4										-									
		Included in operating expenses.		18 188 4	S 25.	2 CH. 70	24, 354 35	\$ 50.50 × 6	80° 47 12	-	80 SVI 1		5,531	29,69,61		*****		16,723 57	137,382 10						*************			8 147, 582 10
Et E		Ben.	Construction (franchise, railroad, equipment, and lands acquired under decree of court)—	Right of way	Pegge	Grading and bridge and culvert masonry	Pridges and treaties		Ather superstructure sand fixtures	d tools	with the same and	fes sold for construction		TION SOLUTION OF THE PERSON OF		Preprie Lines	est 25% miles % P & D.		Total construction		Low omotives.	Paraenger cara	See See See See See See See See See See	Combination cars	Freight Cars	Planting couldbeat	Total equipment	tirand total cost construction, equipment, etc

INCOME ACCOUNT.

[FOR ROADS MAKING OPERATING REPORTS.]

• • • • • • • • • • • • • • • • • • • •	Ī				-		
Gross earnings from operation, page 35	8 24	, 911, 6 , 310, 5	36 (516 (07 44			
Income from operation					5	10,601,11	9 63
Dividends on stocks owned, page 37 Interest on bonds owned, page 39	8	535,6 $82,8$	i86 (65 i.			
Income from other sources						1,405,64	4 99
Total income					8	12,006,76	4 62
Deductions from income— Interest on funded debt accrued, page 23 Interest on interest-bearing current liabilities accrued, not other-	\$ 6			- 1			
wise provided forRents, page 47, ATaxes	2	, 105, 4 4 0 0, 9	29 3	39 09			
Permanent improvements, page 29 Other deductions Sinking funds	•	- 796. 1	17 9 881 (98			
Total deductions from income				:		11, 171, 87	6 98
Net income	1						
Dividends, %, common stock. Dividends, 2%, preferred stock, Nos. 10 and 11 Other payments from net income	8	731,8	362	00	- 		
Total						731,86	2 00
Surplus from operations of year ending June 30, 1892 Deficit from operations of year ending June 30, 1892				1		103, 02	
Surplus on June 30, 1891 (from general balance sheet, 1891 report) Deficit on June 30, 1891 (from general balance sheet, 1891 report)		 -			-	5, 335, 65	1 42
Additions for year	8 2	2, 626, 9 766, 0	986 (906 !	06 92	8	5, 438, 67 1, 860, 97	
Surplus on June 30, 1892 (for entry on general balance sheet, p. 51)_ Deficit on June 30, 1892 (for entry on general balance sheet, p. 49)				۱۰ ا ـ ـ ـ	 8	7, 299, 65	6 20
Balance made up as follows:— Amount invested in sinking funds		~****			\$	5, 328, 00 1, 514, 56 457, 08	9 01 4 87 2 32
					9	7, 299, 65	6 20
					•	., 200, 00	0

[Note.—Where reference is made in the above table to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—Frank J. MILLER clerk.]

EARNINGS FROM OPERATION—STATE OF OREGON.

Item.	To	tal recei	pts.	a	eductions, eccount of syments, etc.	Act	ual earning
Passenger-						· —	
Passenger revenue	\$	206, 038	3 08			J	
Less repayments—	1					1	
Tickets redeemed				8			·
Excess fares refunded							
Other repayments	`			1	122 82		
Total deductions				\$	1,128 72		
Total passenger revenue						\$	204,909 3
Mail	. 5	6, 289	94	i		l	
Express	!	d, 797	7 56				
Extra baggage and storage	ı	2, 983	3 07	;			
Other items	1	8, 974	l 95			1	20,045 5
Total passenger earnings			. 	1		8	224,954 8
Fraight_	ľ			!		1	
Freight revenue	1\$	168, 866	07				
Less repayments—	1			1		ı	
Overcharge to shippers				1	4,023 55		
Other repayments							
Total deductions				\$	4,023 55	 	
Total freight revenue	! !					\$	164,842 5
Stock yards							
Elevators							
Other items							272 8
Total freight earnings	<u> </u>					5	165, 115 3
	1						
Total passenger and freight earnings						3	390, 070
Other earnings from operation—		# 01	ne	ł			
Other earnings from operation— Car mileage, balance Switching charges, balance	~	091	. 90				
Telegraph companies		40	48	i			~ ~~~ ~~~
Telegraph companies Rents from tracks, yards, and terminals, page 41	1	42	40	[·			
Rents not otherwise provided for							~~~
Other sources	4						
A Am As mA MT Agains, spulling							
Total other carnings	}					\$	724 45
Total mass commings from constitut Orecan	1			i 1	ı		220 704 6
Total gross earnings from operation, Oregon. Total gross earnings from operation, entire						•	390, 794 6
roim Prom countile man oberation, entite				l			4,911, 63 6 07
line	ı					•	ש הצאווט ב

[[]Note.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLES. clerk.]

STOCKS OWNED.

Name.	Total par value.	Rate.	Income or dividend received.	Valuation.
Preferred stock Northern Pacific, Fergus & B. H. R. R. Co. Northern Pacific Conl Company Northern Pacific Express Company Lake Superior Ter. & Transfer Railway Co Superior Consolidated Land Company Tacoma Land Company St. Paul & Northern Pacific Railway Co. Montana Union Railway Company Northern Pacific & Montana Railway Co. Cœur d'Alene Railway & Navigation Co. Minnesota Transfer Railway Company	600, 000 00 343, 000 00 15, 700 00 586, 500 00 500, 050 00 6, 250, 000 00 425, 000 00 50, 000 00 1, 000, 000 00 7, 000 00		\$ 3,178 00 143,292 57 385,722 50	\$ 185,611 42 50,000 60 669,117 63 347,497 58 15,700 00 586,500 00 250,025 00 4,517,525 87 469,975 48 50,000 00 294,975 48 7,000 00
Seattle, Lake Shore & Eastern Railway Co. Yellowstone Park Association—St. Paul Union Depot Company—Duluth Union Depot Company—Virginia Land & Townsite Company—Northern Pacific, Yakima & Kittitas Irr. Co World's fair——Uuluth Manufacturing Company—Chicago Union Trans. Railway Company—Total————————————————————————————————————	218, 485 26 70, 000 00 125, 000 00 249, 800 00 118, 000 00 33, 333 31		1, 400 00 2, 083 33	1,742,008 71 21×,485 26 70,000 00 125,000 00 11,650 00 118,000 00 33,333 31 4,768 00 42,297 50 9,809,465 69

BONDS OWNED.

Name.	Total par value.	Rate.	Income or dividend received.	Valuation.
Minnesota Transfer Railway CompanySt. Paul East rn Grand Trunk RailwayGeneral second mortgage bondsSoldiers' additional homestead scripChicago & Northern Pacific Railroad CoNorthern Pacific & Manitoba term bonds	10,000 00 10,000 00 9,000 00 6,768 12 1,235,000 00		5,050 00 600 00 600 00 510 00 76,126 65	\$ 103,000 00 9,595 08 9,381 25 9,000 00 6,768 12 962,125 00 75,000 00
Northern Pacific Con. mortgage bonds	100,000,00			99,083 28
Total	\$ 1,573,768 12		\$ 82,886 65	\$ 1,273,952 73

RENTALS RECEIVED.

RENTS RECEIVED FROM LEASE OF TRACKS, YARDS, AND TERMINALS.

Designation of property.	Situation of property leased.	Name of company using property leased.	Rem.	Total.	
Fracks, yards and	St. Paul to Minneapolis	Minn. & St. Louis R'y.	8 50 967 5		
Fracks. yards and		Millia. de St. Louis R. y	e 03,007 0		
terminals Fracks, yards and	St. Paul to Minneapolis	M., S. S. M. & A. R'y	63,067 4	3	
terminals Fracks. yards and	St. Paul to Minneapolis	C., St. P. & K. C. R'y	41,522 8	5 (
terminals	St Paul	St. Paul & St. C. Falls R'y.	4 562 6	4	
Tracks	St. Paul	Wisconsin Central R'y	15, 219 9	9	
racks, yards and			30,000	1	
terminals	Minneapolis	Minn. & Pac. Co.	3, 476 9	1	
Cracks	Fergus Falls to Brecken-		•	Í	
]	ridge	Great Northern R'y Co		0	
racks	West Superior	C., St. P., M. & O. R'y Co.	357 59	9	
		Eastern Railway of Minn.	3,000 0	0	
fracks, yards and			i	1	
		Duluth, So. Shore & Atl		3	
racks	Little Falls, Minn.	St. Paul & N. P. Co	1,200 0)	
racks	Washington	Clealum Railroad	13,427 4	7	
Grand total rents	received	, ,		\$ 250,178 5	

MISCELLANEOUS INCOME.

Item.	, <i>e</i>	7ross inco)me.	Less expenses.	Net miscellaneous income.
Rent of ground to private parties Premium and interest on bonds sold Profit on bonds sold Interest on cost St. Louis bridge Unclaimed wages Land receipts applicable to sinking fund Yesler wharf earnings Sundry accounts Dividend Rocky Fork & C. C. coal trust		28, 904 14, 731 72, 375 12, 905 11, 170 569, 729 9, 455 27, 373 11, 085 29, 350	25 00 93 30 85 93 65 18		
Total	ļ				\$ 787,061 94

OPERATING EXPENSES.

[Apportionment between passenger and freight traffic is estimated according to the rule prescribed by the interstate commerce commission.]

Item.		Chargeable to issenger traffi		Chargeable to freight traffic.	 	Total.
Maintenance of way and structures—						
Repairs of roadwayRenewals of rai s	\$	707,883 9		\$ 1,244,062 82	j \$	1,951,946 74
		24, 297 3		48, 962 53	!	73, 259 90
Renewals of ties.		93, 269 1		175, 709 70	1	2 68, 978, 89
Repairs of bridges and culverts		358,727 7	0 [617,706 35	1	976, 434 05
Repairs of fences, road-crossings, signs, and cat-		00 145 0	.	00 001 00		50 04 7 71
tle guards	}	20, 145 9		\$2,801 60	1	52, 947 51
Repairs of buildings	i	77, 05 9		183, 141 45	i	210, 747 43
Repairs of docks and wharves		3,661 0		7,595 94	1	11, 256 98
Repairs of telegraph	!	10,512 4		21,027 58		31,540 05
Other expenses	i 	34, 139 4	-1	103,442 63	i_	137, 582 10
Total	\$	1 330 243 0	5	3 2,384,450 60	9	3,714,693 65
Maintenance of equipment—	•	1,000,240	`	2,003,300 00	j	0, 714, 030 00
Repairs and renewals of locomotives	,	162, 229 4	7	503, 162 70	1	665, 392 17
Repairs and renewals of passenger cars		382,539 8		000,102 10	1	382,539 82
Repairs and renewals of freight cars			-	956, 505 99		956, 505 99
Repair- and renewals of ferry-boats, tugs, floats,			:	000,000	•	200,000 00
and barges		4,495 2	7	5,480 01	Ì	9,975 28
Shop machinery, tools, etc.	1	26,449 7		41,587 84	1	68,037 54
Other expenses	!					
• • • • • • • • • • • • • • • • • • • •	_				\	
Total	\$	575,714 2	6	\$ 1,506,736 54	5	2,082,450 80
Conducting transportation—	1	• • • • • • •	- 1			_, _ , _ ,
Wages of enginemen, firemen, and round-house-	1		- 1		1	
men		437,096 4	5 .	988,613 50	1	1,425,709 95
Fuel for locomotives.		437, 415 7	2 ;	1,314,480 18	1	1,751,895 90
Water supply for locomotives		43, 352 2	9	75,841-80	1	119, 194 09
All other supplies for locomotives		17,535 5	3	38, 540 32	i	56,075 85
Wages of other trainmen	l	298, 168-5		749, 107-54	Ĭ	1,047,276 11
All other train supplies	ł	171,403 8		110, 456 51		281,860 32
Wages of switchmen, flagmen and watchmen		84, 128 4	3	2 81, 891 71		36 6,020 14
Expense of telegraph, including train dispatchers	1				1	
and operators.	Ì	144,922 5		249, 926 27	1	394, 848 85
Wages of station agents, clerks, and laborers		168, 519 0	$\tilde{\mathbf{b}}$	627, 768 79	•	796, 287 88
Station supplies Switching charges, balance	i	21, 167 2	U !		1	66, 407 82
Car mileges, balance			· ,	43,096 04	1	43,096 04
Car mileage, balance	i	70 100 0		100 450 00	-	000 600 00
Loss and damage	İ	70, 169 8		133, 453 09		203,622 92
Barges, floats, tugs, ferry boats, expenses of, in-	l L	57,316 8	ן מי	84,624 72	1	141,941 58
cluding wages, fuel, and supplies	i	25, 967 8		32, 174 16	;	58, 141-55
Other expenses.	1	41, 826 1		79, 620 95	1	121, 447 10
omer capended	i	41,020 1		75,020 50	.!	121, 117 10
Total	Q	2 018 989 9	0	\$ 4 ,854,836 20	8	6, 873, 826 10
General expenses—	١	2,010,000	~	4 1,001,000 20		0,0,0,0,0
Salaries of officers		75,404 5	7	167,799 96	1	243, 204 53
Salaries of clerks.		104, 317	i 1	254, 874 62	i	363, 192 23
General office expenses and supplies	1	28,097 5		64,775 18	1	92,872 77
Agencies, including salaries and rent		109, 811 4		126,475 94		236, 287 35
Advertising		33,557 2	5	2,376 22	1	35,933 47
Advertising Commissions	1	81,545 8		64,751 14	i	146, 297 00
Insurance	!	26,370 4		56,793 62	i	83, 164 08
Expense of fast freight lines	i				.	
Expense of traffic associations	!	4,919	60	52, 197 50		57, 117 10
Expense of stock yards and elevators	i		. .	529 95	Ì	529 95
Rents for tracks, yards, and terminals, page 47, B	1	41,587 ()6 İ	92,564 75	•	134, 151 81
Rents not otherwise provided for					.	
Legal expenses		37,553 6	36 j		i	122, 393 95
Stationery and printing	İ	32,541 9	1	58, 383 0 8	1	90, 924-99
Other general expenses.		12, 859 7	5	20,616 91		33, 476 66
m-A-1	-			A	•'—	4 440 5 5 5 5
Total	18	592,566,7	733	\$ 1,046,979 16	, S	1,639,545 89

[Note.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—Frank J. MILLER, clerk.]

OPERATING EXPENSES—CONCLUDED.

[Apportionment between passenger and freight traffic is estimated according to the rule prescribed by the interstate commerce commission.]

Item.	Chargeable to passenger traffic.					Chargeable to freight traffic.				Total.		
Recapitulation of expenses— Maintenance of way and structures Maintenance of equipment Conducting transportation General expenses	\$	1, 330, 575, 2, 018, 592,	714 98	1 26 9 90		2, 384 1, 506 4, 854 1, 046	, 736 , 836	54 20		3, 714, 693 65 2, 082, 450 80 6, 873, 826 10 1, 639, 545 89		
Grand total Percentage of expenses to earnings, entire line	8	4,517	,51	3 94	\$	9,798	,002	50	\$	14, 310, 516 44 57. 445		
Operating expenses, Oregon— Maintenance of way and structures Maintenance of equipment Conducting transportation General expenses		11, 57,	, 29 , 05	1 42 5 61 2 95 3 67	İ	12 89	, 534 , 154 , 796 , 259	81 30	İ	164,556 33 23,450 42 146,849 25 76,952 86		
Total Percentage of expenses to earnings, Oregon	8	206	, 07	3 65	\$	205	, 745	21	\$	411,818 86 105.4		

RENTALS PAID.

A.-RENTS PAID FOR LEASE OF ROAD.

Name of road.	Interest on bonds guaranteed.	Dividends on stocks guaranteed.	Canh.	Total.
St. Paul & Northern Pacific Ry Co. N. P. & Manitoba Term Co	\$ 16,250 00 24,000 00 322,860 00 72,397 50 105,000 00 57,780 00 104,560 00 186,060 00 24,794 97 33,050 55 24,667 96 28,929 85 10,301 83 14,591 92			
Total rents, A	5,678 06			1,030,917 64 8 2,121,679 39

B.—RENTS PAID FOR LEASE OF OTHER PROPERTY.

Designation of property.	Situation of property leased.	Name of company owning property leased.	Item.	Total.
Tracks— Yards—	Minneapolis	Great Northern Railway Minneapolis Union Ry Seattle & Northern Ry	48,047 41	
Terminals—	Winnipeg	N. P. Terminal Company Minn. Trans. Company Wisconsin Central Co.	\$ 44,893 65 700 00 2,100 00	
Grand total, B			***********	\$ 134,151 81

Northern	Pacific	Railroad	Company,	1892.
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	Year ending June 30, 1892	Increase. Decrease	## 8, 564, 250 05
SHEET.	June 30, 1892.	Zbłoś.	2241, 484, 148 89
BALANCE	June 3	Mem	8182, 992, 949 09 21, 903, 076 84 9, 803, 461 69 1, 273, 962 73 35, 060 00 6, 134, 507 43 75, 325, 220 15 1, 547, 670 18 12, 445 54 15, 187 03 710, 236 78 1, 547, 445 54 16, 187 03 710, 236 78 166, 187 03 167 03 168 0
COMPARATIVE GENERAL	A sector		18, 184, 187 24 Coet of Coet o
	0, 1891.	Total	8-187, 6-10, 120 87
	June 30, 1891.		8 85, 658, 512 45 12, 149, 257 72 2, 149, 257 72 2, 149, 257 72 2, 149, 257 72 2, 149, 257 72 3, 154 45 5, 558, 512 45 5, 558, 512 45 5, 558, 512 45 5, 558, 508 30 17, 315, 299 81 5, 386, 986 00 2, 778, 299 44 5, 388, 861 42 5, 388, 661 42 6, 388, 661 42 6, 388, 661 42

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Northern Pacific Railroad Company, 1892.

Here give a concles statement of all existing contracts, agreements, arrangements, etc., with other companies or persons, concerning the transportation of freight or passengers. Give the statement in the following order, viz.: 1 Express companies. 2. Mails. 3. Sleeping. parlor, or dining car companies. 4. Freight or transportation companies or lines. 5. Other rathmad companies. 6. Steamboat or steamably companies. 7. Telegraph companies. 8. Other contracts. The Northern Pacific Express Company runs over all lines operated by this company, paying one and one-half first-class rates except In a few instances.

ETC.

AGREEMENTS,

CONTRACTS,

The government pays a specified rate per mile per annum, based on the average weight Have no contract for transportation of mails.mail carried on different sections of the road.

3. Sleeping cars are owned by the Northern Pacific Rallroad and Puliman Palace Car Company jointly; operated by the latter company, and the earnings and expenses shared equally by both. Dining cars are owned and operated by Northern Facific Railroad Company.

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With Oregon Railway & Navigation Company for interchange of business at Wallula; with Oregon & Washington Territory Railroad Company for interchange of business at Wallula.

road Company to pay one-third the expense. Has in repair. Telegraph receipts, with the telegraph company. Relivoad company pays With Pacific Coast Steamable Company for interchange of business at Tacoma, with Puget Sound & Alaska Steamable Company for interchange of business at Tacoma; with Northern Pacific Steamable Company for interchange of business at Tacoma.

7. With Western Union Telegraph Additional wires to be supplied by the exception of certain offices, are to be d operators at all offices where the busin-

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28.					Same terms as general first mortgage, including a lien upon the income, earnings, and profits of the company; subject to prior liens above men-	company company	ind mart.	When in were sroperty	For other purposes as the board may direct.	20,000, 000 20,000, 000 page, it directs attention to the page of the blank report which the committation sent
DEBT-PAGE	- John 19	dine.	2, 366 12	25, 000 00	Same ter		;		me on bonds es arposes as the t	o the page of ti
	Amount of	Miles. mile of time.	205 \$ 12,18	225 20,00 See n'te 25,00			- 1 - 1	-	For premiu	de attention t
FOR FUNDED	What road mortpaped.	182	Yellowstone River	Lake P. d'Orile Wallula & Port- land.	Same, :	Same			# A	; , \$
SECURITY	What n	Prom-	Missouri River Y	Snake River		Same			tgage bonds	thoye table is made
		Contactor or contactor	First mortgage bonds Missouri div .	First mortgage bonds P. d'Oreille div. Snake River	General second mortgage bonds (Same	General third mortgage bonds	Dividend cartificates extended Northwest Equipment Company.		To retire first, second, and third mortgage bonds	For additional tonds and extensions. [Norg.—Where reference in the above table is made to the railroad company.—Frank J. Miller, obert.]

EMPLOYÉS AND SALARIES.

Class.	Number.	Total number of days worked	Total yearly compensation.			Average daily compensation.	
General officers	4	1,098	8	12,200 00		11 11	
General office clerks	10	12,553	i	32, 944 94		2 62	
Station agents	4	1, 395	! :	3,925 16	i	2 81	
Other station men.	60	18,705	i	40,70% 30		2 18	
Enginemen	5	1,575		7,454 20		4 73	
Firemen	5	1,575	1	4, 177 11		2 6 5	
Conductors	7	2, 189	İ	7, 161 56		8 27	
Other trainmen	15	4,915	ł	10,952 59		2 23	
Machinists					_i.		
Carpenters	19	6,056	1	17,009 11		2 81	
Other shopmen	50	15,671	1	86,656 66	;	2 84	
Section foremen	8	2,593	i	5, 20 6 92		2 01	
Other truckmen	52	16, 248	ļ	24, 345 97	'	. 1 47	
Switchmen, flagmen, and watchmen	1	875	ı	734 40		1 96	
Telegraph operators and dispatchers	4	1, 129	ļ	2,341 92	: 1	2 07	
Employés account floating equipment:	16	4,899	l	13,056 76		2 66	
All other employes and laborers.	161	49,822	i	90,620 56		1 82	
Total (including general officers), Oregon.	451	140,798	\$	309, 496 16	- :	2 62	
Less general officers	4	1,098	ļ	12, 200 00		11 11	
Total (excluding general officers), Oregon_Distribution of above—	447	139, 700	\$	297, 296 16	3		
General administration	46	14,277	1	46, 124 94		3 28	
Maintenance of way and structures	84	26,516	1	49, 909 48	j	1 81	
Maintenance of equipment	60	18, 244	1	42,459 5	3	2 83	
Conducting transportation	261	81,761	1	171,002 24		2 00	
Total (including general officers), Oregon	451	140,798	\$	309,496 10		2 62	
Less general officers	4	1,098	!	12, 200 00)	11 11	
Total (excluding general officers), Oregon	447	139, 700	\$	297, 296 10	3	2 13	
Total (including general officers) entire	13, 427	4, 202, 661	8	9,531,334 2	2	\$ 2.26	

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—ENTIRE LINE.

Freight traffic— Number of tons carried of freight earning revenue 3,936,977 Number of tons carried one mile 1,227,797,469 Average distance haul of one ton 311.8 Total freight revenue, page 35 17,220,705 35 Average amount received for each ton of freight 477 Average receipts per ton per mile 014 Estimated cost of carrying one ton one mile 077 Total freight earnings, page 35 17,236,422 83 Freight earnings per mile of road 4,411.9 3,968 80 Freight earnings per train-mile 8,299,036 2076 Passenger and freight revenue, page 35 23,286,832 94 Passenger and freight revenue per mile of road 4,411.9 5,2045 Passenger and freight earnings per mile of road 4,411.9 5,566 83 Passenger and freight earnings per mile of road 4,411.9 5,566 83 Gross earnings from operation, page 35 24,425,58 71 Passenger and freight earnings per mile of road 4,411.9 5,566 64 Expenses, page 45 24,911,636 77 Trioss earnings from operation, page 35 24,425,58 71 Expenses per mile of road 4,411.9 5,566 46 Expenses per mile of road 4,411.9 3,243 62 Train mileage— Miles run by passenger trains 4,595,100 Miles run by mixed trains 4,595,100 Miles run by switching trains 8,299,036 Miles run by switching trains 8,299,036 Miles run by switching trains 284,021 Grand total train mileage 13,178,167 Mileage of loaded freight cars—north or west 62,149,524 Mileage of loaded freight cars—north or west 62,149,524 Mileage of empty freight cars—north or west 22,731,979 Mileage of empty freight cars—north or west 22,731,979 Mileage of empty freight cars—north or west 22,731,979 Mileage of empty freight cars—north or west 22,731,979 Mileage of empty freight cars—north or west 22,731,979 Mileage of empty freight cars—north or west 22,731,979 Mileage of empty freight cars—north or west 22,731,979 Mileage of empty freight cars—north or west 22,			
Number of passengers carried one mile 2, 734, 830 Number of passengers carried one mile 22, 758, 224 Average distance carried 81, 7 Total passenuer revenue, page 35. 8 6,060,127 64 Average amount received from each passenger 2 22 Average receipts per passenger per mile 02 Estimated cost of carrying each passenger one mile 7,189,160 Passenger earnings per ger frain-mile 4,411,9 1,625,90 Passenger earnings per train-mile 3,936,977 1,586,100 1.56 Preight traffic— Number of tons carried of freight earning revenue 3,936,977 1,586 Number of tons carried one mile 1,227,797,469 3,77,469 3,77,469 Average distance haul of one ton 311,8 17,220,705,35 3,26,977 Average amount received for each ton of freight 4,227,797,469 4,27,469 Average receipts per ton per mile 0,14 4,11,9 4,22,6,42 Average receipts per ton per mile 0,14 4,11,9 3,305,60 Freight earnings, page 35 17,236,422 4,25,63,20 2,296,832 Freigh	Item.	nage, number passengers.num- ber trains, mileage,	Column for revenue and rales.
Number of passengers carried one mile 2, 734, 830 Number of passengers carried one mile 22, 758, 224 Average distance carried 81, 7 Total passenuer revenue, page 35. 8 6,060,127 64 Average amount received from each passenger 2 22 Average receipts per passenger per mile 02 Estimated cost of carrying each passenger one mile 7,189,160 Passenger earnings per ger frain-mile 4,411,9 1,625,90 Passenger earnings per train-mile 3,936,977 1,586,100 1.56 Preight traffic— Number of tons carried of freight earning revenue 3,936,977 1,586 Number of tons carried one mile 1,227,797,469 3,77,469 3,77,469 Average distance haul of one ton 311,8 17,220,705,35 3,26,977 Average amount received for each ton of freight 4,227,797,469 4,27,469 Average receipts per ton per mile 0,14 4,11,9 4,22,6,42 Average receipts per ton per mile 0,14 4,11,9 3,305,60 Freight earnings, page 35 17,236,422 4,25,63,20 2,296,832 Freigh	Descended troffic		,
Passenger earnings per train-mile	Number of necessary carried earning revenue	9 794 830	1
Passenger earnings per train-mile	Number of passengers carried one mile	22, 758, 224	1
Passenger earnings per train-mile	Average distance carried	81.7	
Passenger earnings per train-mile	Total passenger revenue, page 35		\$ 6,060,127 64
Passenger earnings per train-mile	Average amount received from each passenger		2 22408
Passenger earnings per train-mile	Average receipts per passenger per mile		. 02725
Passenger earnings per train-mile	Estimated cost of carrying each passenger one mile		. 02029
Passenger earnings per train-mile	Total passenger earmings, page 35		7, 189, 160 88
Number of tons carried of freight earning revenue 3, 936, 977	Passenger earnings per mile of road	4,411.9	1,629 49
Number of tons carried of freight earning revenue 3, 936, 977	Passenger earnings per train-mile	; 4, 595, 100	1 56453
Total freight revenue, page 35	Freight trame—	i.	
Total freight revenue, page 35	Number of tons carried of freight earning revenue.	3, 936, 977	
Total freight revenue, page 35	Number of tons carried one mile	1,227,797,469	
A verage amount received for each ton of freight 4 374	Average distance haul of one tou	311.8	1
### Total mileage— Miles run by passenger trains— Miles run by mixed trains— Total mileage trains— Mileage of loaded freight cars—north or west— Mileage of loaded freight cars—south or east— Mileage of loaded freight cars—south or east— Mileage of empty freight cars—south or east— Mileage of loaded freight cars—north or west— Mileage of loaded freight cars—south or east— Average number of loaded cars in train— Average number of loaded cars in train— Average number of loaded cars in train— Average number of loaded cars in train— Average number of loaded cars in train— Average number of loaded cars in train— Average number of empty cars in train— Average number of loaded cars in train— Average number of empty cars in train— Average number of loaded cars in train— Average number of empty cars in train— Average number of tons of freight in train— Mives passen of toad of train train— Average number of tons of freight in train— Mives passen of train train— Mives passen on the or train train— Average number of tons of freight in train— Mives passen of train train— Mives passen on the or train— Mives passen on train— Mives passen on train— Mives passen on train— Mives passen on train— Mives passen on train— Mives passen on train— Mives passen on train— Mives passen on train— Mives passen on train— Mives passen on train— Mives passen on train— Mives passen on train— Mives passen on train— Mives passen on train— Mives passen on train— Mives passen on train— Mives passen on train— Mives passen on train— Mives passen on train— Mives passen passen on train— Mives passen	Total freight revenue, page 35.	1	17, 220, 703 33
### Total mileage— Miles run by passenger trains— Miles run by mixed trains— Total mileage trains— Mileage of loaded freight cars—north or west— Mileage of loaded freight cars—south or east— Mileage of loaded freight cars—south or east— Mileage of empty freight cars—south or east— Mileage of loaded freight cars—north or west— Mileage of loaded freight cars—south or east— Average number of loaded cars in train— Average number of loaded cars in train— Average number of loaded cars in train— Average number of loaded cars in train— Average number of loaded cars in train— Average number of loaded cars in train— Average number of empty cars in train— Average number of loaded cars in train— Average number of empty cars in train— Average number of loaded cars in train— Average number of empty cars in train— Average number of tons of freight in train— Mives passen of toad of train train— Average number of tons of freight in train— Mives passen of train train— Mives passen on the or train train— Average number of tons of freight in train— Mives passen of train train— Mives passen on the or train— Mives passen on train— Mives passen on train— Mives passen on train— Mives passen on train— Mives passen on train— Mives passen on train— Mives passen on train— Mives passen on train— Mives passen on train— Mives passen on train— Mives passen on train— Mives passen on train— Mives passen on train— Mives passen on train— Mives passen on train— Mives passen on train— Mives passen on train— Mives passen on train— Mives passen on train— Mives passen passen on train— Mives passen	Average amount received for each ton of freight.		1 3/110
Total freight earnings page 35 17, 236, 422 83	Estimated and of comming and top one mile		, , , , , , , , , , , , , , , , , , , ,
Passenger and freight revenue, page 35 23, 296, 832 99 Passenger and freight revenue per mile of road 4, 411.9 5, 2*0 45 Passenger and ireight earnings, page 35 24, 425, 5*3 71 Passenger and ireight earnings per mile of road 4, 411.9 5, 5*36 29 Gross earnings from operation, page 35 24, 411.9 5, 5*36 29 Gross earnings from operation per mile of road 4, 411.9 5, 646 46 Expenses, page 45 14, 310, 5*16 44 Expenses per mile of road 4, 411.9 5, 646 46 Expenses per mile of road 4, 411.9 7, 5*16 40 Expenses per mile of road 4, 411.9 7, 5*16 40 Expenses per mile of road 4, 411.9 7, 5*16 40 Expenses per mile of road 4, 411.9 7, 5*16 40 Expenses per mile of road 5, 5*16 40 Expenses per mile of road 6, 4, 411.9 7, 5*16 40 Expenses per mile of road 7, 4, 411.9 7, 5*16 40 Ex	Total freight currings rugg 25	*****	,00777 92 004 300 17
Passenger and freight revenue, page 35 23, 296, 832 99 Passenger and freight revenue per mile of road 4, 411.9 5, 2*0 45 Passenger and ireight earnings, page 35 24, 425, 5*3 71 Passenger and ireight earnings per mile of road 4, 411.9 5, 5*36 29 Gross earnings from operation, page 35 24, 411.9 5, 5*36 29 Gross earnings from operation per mile of road 4, 411.9 5, 646 46 Expenses, page 45 14, 310, 5*16 44 Expenses per mile of road 4, 411.9 5, 646 46 Expenses per mile of road 4, 411.9 7, 5*16 40 Expenses per mile of road 4, 411.9 7, 5*16 40 Expenses per mile of road 4, 411.9 7, 5*16 40 Expenses per mile of road 4, 411.9 7, 5*16 40 Expenses per mile of road 5, 5*16 40 Expenses per mile of road 6, 4, 411.9 7, 5*16 40 Expenses per mile of road 7, 4, 411.9 7, 5*16 40 Ex	Project carnings was mile of road	4 411 0	2 004 C0
Passenger and freight revenue, page 35 23, 296, 832 99 Passenger and freight revenue per mile of road 4, 411.9 5, 2*0 45 Passenger and ireight earnings, page 35 24, 425, 5*3 71 Passenger and ireight earnings per mile of road 4, 411.9 5, 5*36 29 Gross earnings from operation, page 35 24, 411.9 5, 5*36 29 Gross earnings from operation per mile of road 4, 411.9 5, 646 46 Expenses, page 45 14, 310, 5*16 44 Expenses per mile of road 4, 411.9 5, 646 46 Expenses per mile of road 4, 411.9 7, 5*16 40 Expenses per mile of road 4, 411.9 7, 5*16 40 Expenses per mile of road 4, 411.9 7, 5*16 40 Expenses per mile of road 4, 411.9 7, 5*16 40 Expenses per mile of road 5, 5*16 40 Expenses per mile of road 6, 4, 411.9 7, 5*16 40 Expenses per mile of road 7, 4, 411.9 7, 5*16 40 Ex	Freight carnings per mile or road	9,411.8 2,400 026	3, 500 70 2 07 69 2
Passenger and freight revenue, page 35 23, 296, 822 94 Passenger and freight earnings, page 35 24, 425, 53 71 Passenger and freight earnings per mile of road 4, 411.9 5, 386 29 Gross earnings from operation, page 35 24, 425, 53 71 24, 425, 53 71 Gross earnings from operation per mile of road 4, 411.9 5, 586 29 Expenses, page 45 4, 411.9 5, 646 46 Expenses, page 45 4, 411.9 3, 243 62 Train mileage 4, 411.9 3, 243 62 Miles run by passenger trains 4, 595, 100 4, 595, 100 Miles run by mixed trains 8, 299, 036 6 Miles run by switching trains 12, 894, 136 6 Miles run by switching trains 284, 021 62, 149, 524 Mileage of loaded freight cars—north or west 62, 149, 524 62, 149, 524 Mileage of empty freight cars—south or east 63, 847, 357 63, 847, 357 Mileage of empty freight cars—north or west 22, 731, 979 22, 731, 979 Mileage of empty freight cars—south or east 23, 721, 266 Average number of loaded cars in train 5, 59 Average number of tons of freight in train 5, 59<	Paggangar and fraignt		
Expenses per mile of road	Passenger and freight revenue nage 35		23, 296, 832, 99
Expenses per mile of road	Passenger and freight revenue per mile of road	4.411.9	5, 280 45
Expenses per mile of road	Passenger and freight earnings, page 35	.,	24, 425, 5 3 71
Expenses per mile of road	Passenger and freight earnings per mile of road	4,411.9	5,536 29
Expenses per mile of road	Gross earnings from operation, page 35		24, 911, 636 07
Expenses per mile of road	Gross earnings from operation per mile of road	4,411.9	5,646 46
Train mileage— Miles run by passenger trains 4,595,100 Miles run by freight trains 8,299,036 Miles run by mixed trains 8,299,036 Total mileage trains earning revenue 12,894,136 Miles run by switching trains 284,021 Grand total train mileage 13,178,157 Mileage of loaded freight cars—north or west 62,149,524 Mileage of loaded freight cars—south or east 63,847,357 Mileage of empty freight cars—north or west 22,731,979 Mileage of empty freight cars—south or east 23,721,266 Average number of freight cars in train 20,77 Average number of loaded cars in train 15,18 Average number of tons of freight in train 147,95	Expenses, page 45		14, 310, ~16 44
Miles run by passenger trains 4,595,100 Miles run by freight trains 8.299,036 Miles run by mixed trains 2284,136 Miles run by switching trains 2284,021 Grand total train mileage 13,178,157 Mileage of loaded freight cars—north or west 62,149,524 Mileage of loaded freight cars—south or east 63,847,357 Mileage of empty freight cars—south or east 22,731,979 Mileage of empty freight cars—south or east 23,721,266 Average number of freight cars in train 15,18 Average number of empty cars in train 15,59 Average number of tons of freight in train 147,95	Expenses per mile of road	4,411.9	3, 2 43 6 2
Miles run by freight trains 8. 299,036 Miles run by mixed trains 12,894,136 Miles run by switching trains 12,894,136 Miles run by construction and other trains 284,021 Grand total train mileage 62,149,524 Mileage of loaded freight cars—north or west 62,149,524 Mileage of empty freight cars—south or east 63,847,357 Mileage of empty freight cars—south or east 22,731,979 Mileage of empty freight cars—south or east 22,731,979 Mileage of empty freight cars in train 15,18 Average number of loaded cars in train 5,59 Average number of tons of freight in train 147,95	Train mileage—	1	•
Total mileage trains earning revenue. Miles run by switching trains. Miles run by construction and other trains. Grand total train mileage. Mileage of loaded freight cars—north or west. Mileage of loaded freight cars—south or east. Mileage of empty freight cars—north or west. Mileage of empty freight cars—south or east. Mileage of empty freight cars—south or east. Mileage of empty freight cars—south or east. Average number of freight cars in train. Average number of loaded cars in train. Average number of tons of freight in train. Average number of tons of freight in train. Average number of tons of freight in train. Average number of tons of freight in train.	Miles run by passenger trains	4,595,100	
Total mileage trains earning revenue 12,894,136 Miles run by switching trains 284,021 Grand total train mileage 13,178,157 Mileage of loaded freight cars—north or west 62,149,524 Mileage of empty freight cars—south or east 63,847,357 Mileage of empty freight cars—south or east 22,731,979 Mileage of empty freight cars—south or east 23,721,266 Average number of freight cars in train 20.77 Average number of loaded cars in train 5.59 Average number of tons of freight in train 147,95	Miles run by freight trains	8, 299, 056	
Miles run by switching trains Miles run by construction and other trains Grand total train mileage Mileage of loaded freight cars—north or west Mileage of loaded freight cars—south or east Mileage of empty freight cars—north or west Mileage of empty freight cars—south or east Mileage of empty freight cars—south or east Average number of freight cars in train Average number of loaded cars in train Average number of tons of freight in train Average number of tons of freight in train Mileage of loaded cars in train Average number of tons of freight in train Mileage of loaded cars in train 15. 18 5. 59 147. 95	Miles run by mixed trains		
Miles run by switching trains Miles run by construction and other trains Grand total train mileage Mileage of loaded freight cars—north or west Mileage of loaded freight cars—south or east Mileage of empty freight cars—north or west Mileage of empty freight cars—south or east Mileage of empty freight cars—south or east Average number of freight cars in train Average number of loaded cars in train Average number of tons of freight in train Average number of tons of freight in train Mileage of loaded cars in train Average number of tons of freight in train Mileage of loaded cars in train 15. 18 5. 59 147. 95	Total miluage trains corning reconst	10 904 196	
Grand total train mileage Mileage of loaded freight cars—north or west Mileage of loaded freight cars—south or east Mileage of empty freight cars—north or west Mileage of empty freight cars—south or east Mileage of empty freight cars—south or east Average number of freight cars in train Average number of empty cars in train Average number of tons of freight in train Average number of tons of freight in train Mileage of loaded freight cars—south or east 22, 731, 979 23, 721, 266 25, 149, 524 62, 149, 524 63, 847, 357 20, 77 15, 18 15, 18 147, 95	Miles were by emitable twins	12,094,130	****
Grand total train mileage Mileage of loaded freight cars—north or west Mileage of loaded freight cars—south or east Mileage of empty freight cars—north or west Mileage of empty freight cars—south or east Mileage of empty freight cars—south or east Average number of freight cars in train Average number of loaded cars in train Average number of empty cars in train Average number of tons of freight in train Mileage of loaded freight cars—south or east 22, 731, 979 23, 721, 266 25, 721, 266 26, 149, 524 27, 731, 979 28, 721, 266 29, 721, 266 20, 77 20, 77 20, 77 20, 77 21, 28	Miles win by construction and other trains	984 691	
Mileage of loaded freight cars—north or west Mileage of loaded freight cars—south or east Mileage of empty freight cars—north or west Mileage of empty freight cars—north or west Mileage of empty freight cars—south or east Average number of freight cars in train Average number of loaded cars in train Average number of empty cars in train Average number of tons of freight in train Mileage of loaded freight cars—south or east 22, 731, 979 23, 721, 266 25, 149, 524 63, 847, 357 22, 731, 979 25, 721, 266 26, 149, 524 63, 847, 357 27, 721, 266 28, 721, 266 29, 721, 266 20, 77 20, 77 20, 77 21, 266 21, 27, 27, 266 22, 731, 979 23, 721, 266 24, 721, 266 25, 721, 266 26, 721, 266 27, 721, 266 28, 721, 266 29, 721, 266 20, 77 20, 77 20, 77 21, 78, 266 21, 721, 266	Miles full by Constitution and other trains.	201, 021	
Mileage of loaded freight cars—north or west Mileage of loaded freight cars—south or east Mileage of empty freight cars—north or west Mileage of empty freight cars—north or west Mileage of empty freight cars—south or east Average number of freight cars in train Average number of loaded cars in train Average number of empty cars in train Average number of tons of freight in train Mileage of loaded freight cars—south or east 22, 731, 979 23, 721, 266 25, 149, 524 63, 847, 357 22, 731, 979 25, 721, 266 26, 149, 524 63, 847, 357 27, 721, 266 28, 721, 266 29, 721, 266 20, 77 20, 77 20, 77 21, 266 21, 27, 27, 266 22, 731, 979 23, 721, 266 24, 721, 266 25, 721, 266 26, 721, 266 27, 721, 266 28, 721, 266 29, 721, 266 20, 77 20, 77 20, 77 21, 78, 266 21, 721, 266 22, 731, 979 23, 721, 266	Grand total train mileage	13 178 157	1
Mileage of loaded freight cars—south or east 63,847,357 Mileage of empty freight cars—north or west 22,731,979 Mileage of empty freight cars—south or east 23,721, 266 Average number of freight cars in train 15,18 Average number of empty cars in train 5,59 Average number of tons of freight in train 147,95	Mileage of loaded freight cars—north or west	62 149 524	
Average number of loaded cars in train	Mileage of loaded freight cars—south or east	63, 847, 357	
Average number of loaded cars in train	Mileage of empty freight cars—north or west	22, 731, 979	
Average number of loaded cars in train	Mileage of empty freight cars—south or east	23, 721, 266	
Average number of loaded cars in train	Average number of freight cars in train	20.77	
Average number of empty cars in train 5.59 147,95	Average number of loaded cars in train	' 15. 18	
Average number of tons of freight in train	Average number of empty cars in train	5.59	-
	Average number of tons of freight in train	147, 95	
Average number or tons of freight in each loaded car 9.74	Average number of tons of freight in each loaded car	9.74	

[[]Note.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—Frank J. MILLER, clerk.]

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—STATE OF OREGON.

Ilem.		Column for revenu
ræm.	ber trains, mileage, number cars.	and rates.
Passenger traffic—	! !	
Number of passengers carried earning revenue	167,115	
Number of passengers carried one mile	6, 448, 004	
Average distance carried Total passenger revenue	38.5	004 000 00
Total passenger leveline		201, 909 36
A verage amount received from each passenger		1 226
A verage receipts per passenger per mile		.0318
Estimated cost of carrying each passenger one mile		. UZ13º
Passongur comings nor mile of mod	40.14	5 604 96
Passenger earnings per mile of road Passenger earnings per train-mile	4 U. 14 !	3 3727
Freight traffic—	, ou, upo	5 0/2/
Number of tone carried of freight warning revenue	204 205	ı
Number of tons carried of freight earning revenue Number of tons carried one mile	8 191 9x6	
A varior distance hand of the ton	38.7	
Average distance haul of one ton Total freight revenue Average amount received for each ton of freight	1	164 849 59
A ware an amount received for each ton of freight		. 7863
A verage amount received for each foll of freight		. 7863 . 0 203
Average receipts per ton per mileEstimated cost of carrying one ton one mile		0229
Total freight earnings		165 115 89
Freight earnings per mile of road		4, 113 48
Freight earnings per train-mile.	53 962	3 0598
Passenger and freight—	, 00, 502	1
Passenger and freight revenue	•	369,751 88
Passenger and freight revenue per mile of road		9,211 55
Passenger and freight earnings		390,070 20
Passenger and freight earnings Passenger and freight earnings per mile of road	!	9,717 74
Gross earnings from operation		390, 794 62
Gross earnings from operationGross earnings from operation per mile of road		9,735 79
Exp uses		411,818 86
Expenses per mile of road		10, 259 56
Train mileage—		
Miles run by passenger trains	66,698	
Miles run by freight trains.	53, 962	
Miles run by mixed trains		
Total mileage trains earning revenue.	120,660	
Miles run by switching trains.	·	
Miles run by switching trains. Miles run by construction and other trains.	7,255	
		
Grand total train mileage	127,915	
Mileage of loaded freight cars—north or west	379, 181	
Mileage of loaded freight cars—south or east.		
Mileage of empty freight cars—north or west	113,234	
Mileage of empty freight cars—south or east	118, 280	
Average number of freight cars in train		
Average number of loaded cars in train		
Average number of empty cars in train	4.29	
Average number of tons of freight in train	150.70	
Average number of tons of freight in each loaded car		

FREIGHT TRAFFIC MOVEMENT.

[COMPANY'S MATERIAL EXCLUDED.]

	Commodity.	Freight originating on this road.	Freight received from connecting roads and other carriers. (Whole tons.)	Total freight	tonnage.
		(Whole tons.)	freigh from ing i	Whole tons.	Per cent.
Produc's of agriculture	Grain Flour Other mill products Hay Tobacco Cotton	3,586 1,446	2, 403 2, 117 1, 888 179	15, 752 5, 708 3, 334 345	2.72
Products of animals.	Fruit and vegetables Live stock Dressed meats Other packing-house products Poultry, game, and fish	433 4, 892 3, 450 568 390	4,514 5,590 263 1,049 24	4,947 10,482 3,713 1,612 414 225	5.00 1.77 .77 20
Products of mines.	Wool. Hides and leather. Anthracite coal Bituminous coal Coke. Ores.	24,008 1,249 219	2, 733	612 24, u08 1, 249 2, 952	.29 11.46 .60 1.41
Products of forest.	Other forest products	29, 431 9, 820 2, 055	73 205 886 2, 291	9, 722 29, 636 9, 820 2, 291 2, 826	4.64 14.15 4.69 1.60 1.35
Manufac- tures.	Naval stores	1,230 5,344 1,237 4,560 1,238	259 161 1,207 257 599 90	410 1, 891 6, 551 1, 494 5, 159 1, 328	.20 .66 3.14 .71 2.46 .63
Merchandise Miscellaneou tioned abo	Wagons, carriages, tools, etc	2,062 788 1,696 41,244	49 806 930 4,810 5,780	2,111 1,544 2,626 45,554 11,684	1.01 .74 1.25 21.74
Total t	onnage, Oregononnage, entire line	171, 459 8, 859, 766	38,036 577,210	209, 495 8, 986, 976	100.00

DESCRIPTION OF EQUIPMENT.

Item.	Number added during year.	number lof yeur.	Equip	pped with train brake.		ment fitted with matic coupler.
	Numb durin	Total at end	No.	Kind.	No.	Kind.
Locomotives—		1	t t	•	1	İ
Passenger	14	. 101		Westinghouse.		İ
Freight	58	397	397	Westinghouse		!
Switching.	26	69	50	Westinghouse -		ĺ
Leased			82	Westinghouse _	<u></u>	1
Total locomotivesCars in passenger service—	46	649	630	1		
First-class passenger cars	4	73	73 {	Westinghouse.		Cowell. Miller.
Second-class passenger cars	13	63	63	Westinghouse - Westinghouse	63 63	Miller.
Combination passenger cars	3	23		Westinghouse		Miller.
Emigrant sleeping cars		40	40	Westinghouse		Miller.
Dining cars	2	26	26 {	Westinghouse	25	Cowell.
- 1	-) 	1 201	Westinghouse	1	'Jan'ey, Miller
Parlor cars				Westinghouse.	10	Cowell.
Pullman sleeping cars (1/2 interest)	3	48	484	Westinghouse -	34	Jan'ey, Miller
i tirimati sicopriig cars (/2 raterest),	•	1		Westinghouse	† 4	Miller.
Baggage, express, and postal cars	15	113	113	Westinghouse.		Miller.
Other cars in passenger service		16	16	Westinghouse	16	Miller.
TotalCars in freight service—	40	402	402	· 	402	
Box care	340	7,448	5,616	Westinghouse . Westinghouse .		Janney. Gould.
Flat cars	67	3,978	1,793	Westinghouse	750	Janney.
!		•		Westinghouse -	250	Gould.
Stock care	9 573	840	830 700	Westinghouse. Westinghouse	600	Janney.
Coal cars		2, 105 6	100	Mestinghouse :	i	Januey.
Refrigerator cars	56	222	122	Westinghouse_	170	Janney.
Other cars		34	34	Westinghouse.		Miller.
		216			1	1
Total Cars in company's service—	895	14,849	9, 195		4,030	
Gravel cars	1	86	·	 		t
Derrick cars		10			!	
Caboose cars	3	332	275	Westinghouse -		
Other road cars	27	1,594	19	Westinghouse		
Total Cars contributed to fast freight line service—	31	2,022	284	' 		
		15.050	0.001		4 400	1
Total cars owned	904	17, 273	9,881		4, 432	
(Ste temper-		3,771	3, 571	Westinghouse .	41	Miller.
Grand total cars	904	21,044	13, 452		4,473	1

ILEAGE.

A .- MILEAGE OF ROAD OPERATED.

	Line represented capital stock	Line represented by capital stock	Line of	Line oper-	Line oper-	Line oper-	Total mile-	New line	Raffe	1 23
11 m m m m m m m m m m m m m m m m m m	Main line.	Branches and spura	сотрания.	deu ander	contract, dc.	trackage rights.	age operated	during year.	Iron.	Steel
Miles of single track Miles of second track Miles of third track	2,137.14 19.70	27.27 1.40	1, 164.41		1,060.64	\$100 m	4, 453, 82 59, 10 7, 70	129.23	363, 20	4, 190, 62 59, 63 57, 6
Miles of yard track and sidings	482.11	30 87	112,08		159.89	2	733.96	4	290.08	443.92
Total mileage operated (all tracks)	2,583.95	59.0H	1, 276, 49	***	1,270.83	67.46	5, 362, 25	129.23	658.23	4,709.04
		B.—MILEAGE I.—MILEA	Ō Ŋ	F LINE BY STATES AND TERRITO OPERATED BY BOAD MAKINU TRIS REPORT.	STATES AND	D TERRITORIES.	DRIES			1
State or territory	Line representation	Line represented by capital stock. Branches ain tine. and spurs.	Litne of proprietary companies	Line oper- ated under loase	Line oper- aled under confract, elc	New Une constructed during year	Total mile- age, exrlud- ing trankage righte.	Line operated under trackage rights.	Raile.	ile.
Wisconsin	22,22 27,72 28,22 28,23 28,23 28,23 28,23	2.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2.	209, 56 321, 00 118, 62 63, 98 186, 71		291.23 154.98 27.1.46 27.01 27.01	- 75 - 28	97 25 742 79 742 79 1, 279, 79 106 62 28, 82 28, 82 54, 83	41.50 41.50	21.05.04.7 21.32.09.52	88,89 726,17 740,30 1,213,39 177,02 935,43 89,58 268,54
Total mileage oper- ated (single track)	2,187,14	27,27	1, 164 41	;	1,090.64	t	4, 400. 46	44.36	268.20	4, 190. 62

II.—MILEAGE OWNED BY BOAD MAKING THIS REPORT.

Rails.	Steel.	238.81 238.81 376.83 789.04 84.63 542.88 58.56 58.56
	Iron.	4.29 .97 .79 .16 .31
Line oper- ated under	trackage rights.	
Total mile- age, exclud-	ing trackage rights.	87.35 243.10 377.80 789.04 84.63 543.67 38.82
New line	during year.	
Line oper- aled under		
Line oper-	ded under lease.	
Line of	companies.	
Line represented by capital stock.	Branches and spurs.	8. 72 5. 93 5. 95 5. 44 7. 27
Line repr capita	Main line.	78.63 237.17 376.83 783.09 84.63 538.23 38.56
	Sauc or terrum y.	Wisconsin Minnesota North Dakota Montana idaho Washington Oregon Total mileage owned (single track)

RENEWALS OF

New ra	New rails laid during year.	year.		New ties laid during year.	year.	
Kind.	Tons.	Weight per yard. (Pounds.)	Average price per ton at distributing point.	Kind.	Number.	Average price at distributing point.
				Fr	21,854	.82%
Total iron				Total	21,854	32%
Total steel						

Northern Pacific Railroad Company, 1892.

OO	CONSUMPTION	OF FUEL		BY LOCOMOTIVES.	VES.	;	1
	Coal-	Coal — Tons.	Wood — Cords.	· Cords.	Total fuel		Average
Locomotives.	Anthracite.	Bituminous.	Hard.	Soft.	consumed— tons.	nucs run.	consume per mile
Passenger Freight Switching Construction		2, 753 8, 046 929 724	တက	17	2,773 3,062 950 726	70,210 68,433 53,255 31,094	2884
Total Average cost at distributing point		7,452	5 1 298	34 1 298	7,491	222, 992	9
						_ '	

ACCIDENTS TO PERSONS.

		•	* ************************************	Empl	oyes.	· + ••			
Kind of accident.	Train	ımen.	flagme	hmen, n. and hmen.		her loyes.	To	kai.	
•	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
Coupling and uncoupling. Falling from trains and engines. Overhead obstructions. Collisions. Derailments.	2	1		1			2	1	
Other train accidents (described briefly below) At highway crossings At stations Other causes (described briefly below)		1				2		2 4	
Total	2	2		1		5	2	8	
· · · · · · · · · · · · · · · · · · ·	Passengers.			Others.					
Kind of accident.			Trespassing.		Not trespassing.		Total.		
news by weeks.		Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
Collisions Derailments Other train accidents (described briefly below) At highway crossings				3					
At stations. Other causes described briefly below)		1	2				2		
Total	1	! 1	2	3			2	3	

				-			*		-			
		rades.	Appregate trugth of descending grades (Miles)	**************************************						5.2.444 2482		£
		Descripting gr	Sum of desication,	발생 1년 역 등문문 유명 1년	444. 5568	1,108	22	\$2\$	영단약	28 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	2007	•
		Detect	Number.	# 1288 E	8888	88209	882	₹#5	요홍취	27*78	<u> </u>	-
	Profile.	ndes.	grades (Miles) Aggregate (Miles) Aggregate	28.83.422. 57.88.23.					·	6 ~6 4. 885일		16.61
		Ascending an	alitable of carenta.	-149.6-19. 522.5.5.5.5.		1. 20.4.6.8	900	8 81 8	25 25 25 25 25 25 25 25 25 25 25 25 25 2	1, 4,8, 7,8,000 1,	28.5 28.5	1,277
		JAC.	, Tydmider,	2922299	2222	45 <u>F</u> 38	288	818	522	Z=25:	5-7	x
ROAD.		-	Length of level time (Milen)	**************************************						₹6,40.		78
CS OF		.smil	Length of aralght (Miles.)	25.57.57.59.50 56.88.2.59.50 56.88.2.59.50	\$ <u>5 8 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 </u>	\$2832 \$2832	32.90 32.90			2 2 2 2 2 2 3 3 3 3 3 3 3 3 3 3 3 3 3 3		9,63
	Alignment.	Aggregate tength of curred line (Miles.)		5222325 5452232 5452323						8 a. q. 8. - 28 8 8 8		7.74
TERISTI	*		Унтрет об ситем	- 532225	1882 1882 1882 1882 1882 1882 1882 1882	<u> </u>	유지	555	ន ព ×	_825 _825 _825 _825 _825 _825 _825 _825	82	2
CHARA(_		Miles.	89.22.22.22.22.22.22.22.22.22.22.22.22.22	100 SER				30 00 00 80 00 00 80 00 00	₹448; 8 <u>268</u> 8		17 37
CH		Porkka dévisions or branches.	78-	South Superior Fargo, N. D. Mandon, N. D. Glendlye, Mont.	Portland, Or	m Morris, Minn,	Copyright D Minnewaukan and	Вукемов				-
		Working die	Ahom————————————————————————————————————	Asbland, Wis South Superior Fargo, N. D. Mandan N. D.	Wash	tlon, Mis	Sanboure, N D				(Amenda and Conden	TOTAL STATE ASSESSMENT

Northern Pacific	Ra	ilroad -	Compan	y, 1892.
***	1,613,24		Height of lowest above surface of radi. (Feel.)	
8 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	1,630			
12-1-8882 cc	2,278		Number	
作品的 "你就会就是不然让你就会就好什么 你我们都会就你就不会就是你就会就是你		_		. 33
28.232.42 2.222.22.22.23.23.23.23.23.23.23.23.23.2	1,083		Івет.	railway crossings
	1	ETC.		
######################################	857.63	ELS,	•	Total Overhead Total Tunnels.
电视器主体电解线线流流流流电影电影电影 然后 数据的状态性性的图像图像有效图像 的图像 然后	3,468,20	TUNNELS,	Maximum length. (Feet.)	9889
4445348884884848484848	27.19	_		
工程会设施的产品的设备表现的企业生的证 经	φ, 282.t	RESTLES,	Mintmam length (Feet.)	
~ 2.45834	ا خ	_ }ES, T	Aggrerpade length. (Fret.)	28 113 113 113 113 113 113
river Asb Is nard I Boundary I Mont Aont Mont Mont Out Wash	* * * *	BRIDGES,	Number.	
Payallup ri Seattle, Was Gate ('fy Sument, Wa ('osmopolis ('oslvin, Mor Elkhorn, M Rumsey, Mor Grantscale, Rimint Nor Lookout Lookout Lookout Lookout Lookout Lookout Lookout Minister	Coulee City			
n, Xon	wasb.	1	[len.	nation
Meeker Junction, Lake View, Wash, Eina, Wash Centralia, Wash, Coutralia, Wash, Chough Junction, Drummoud Mont, Helena, Mont, De Smet, Mont, Pullman Junction Marshall, Wash,	Chency, wash.		,	Bridges— Stone Iron Wooden Combination Trestles Tunnels

GAUGE OF TRACK-Four feet eight and one half inches; all miles.

TELEGRAPH.

COMPANY MAKING THIS REPORT

A -OWNED BY

Northern Pacific Railroad Company, 1892.

Operated by unother company	Name of operating company	R. R. Co. by N. P. R. R. Co. by W. U. Tel Co.	BUT LOCATED ON PROPERTY OF ROAD MAKING THIS REPORT.
Operated by	 !	Owned	PERTY
	Nuce of wire		SD ON PRO
ŀ	Miles of time Miles of wire		SUT LOCATE
to company	Wites of with	25	
Operated by this company	Miles of line Miles of where		ANOTHER
Market Market		6.00.05 6.00.05 6.00.05	BOWNED BY ANOTHER COMPANY,
Miles of Pine		90 00	± ±

Name of operating company. Western Union Telegraph Company Western Union Telegraph Company Name of owner. Miles of wire 120, 15 Wiles of line. ٩

OATH

STATE OF NEW YORK,

County of New York | Ra

outh, do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company, that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts, and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made. We, the undersigned, Thomas F Onkes, President, and J A. Barker, General Auditor of the Northern Pacific Railroad Company, on our

T. F. OAKEB,
President.
J. A. BARKER,
General Auditor.

Subscribed and sworm to before me this fifth day of November, 1862.

L. R. KIDDER.

Commissioner of Deeda in New York for State of Oregon

REPORT

OF THE

OREGON SHORT LINE & UTAH NORTHERN RAILWAY CO.. LESSEE OF THE O. R. & N. CO.

For the year ending June 30, 1892.

HISTORY.

- 1. Name of common carrier making this report? Oregon Short Line & Utah Northern Railway Company, Lessee of the Oregon Railway & Navigation Company's lines.
 - 2. Date of organization? August 1, 1889.
- 3. Under laws of what government, state, or territory organized? [If more than one, name all; give reference to each statute and all amendments thereof.] Wyoming, Utah, Nevada, and the United States.
- 4. If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same. Oregon Short Line Railway Company, incorporated April 14, 1881, for fifty years; Utah & Northern Railway Company, incorporated May 1, 1878, for fifty years; Utah Central Railway Company, formed by consolidation July 1, 1881, for fifty years; Salt Lake & Western Railway Company, incorporated May 30, 1881, for fifty years; Utah & Nevada Railway Company, incorporated February 15, 1881, for fifty years; Idaho Central Railway Company, incorporated June 26, 1886; Nevada Pacific Railway Company, incorporated May 13, 1889; Ogden & Syracuse Railway Company, incorporated March 2, 1887, for fifty years.
 - 5. Date and authority for each consolidation? See No. 4.
- 6. If a reörganized company, give name of original corporation, and refer to laws under which it was organized. None.
- 7. [For companies not making operating reports.] What carrier operates the road of this company? None.

ORGANIZATION.

Names of directors.	Postoffice address.	Date of expiration of term.			
S H. H. Clark F. Gordon Dexter Alexander E. Orr Andrew H. Green Jay Gould	Boston, Mass Boston, Mass Omaha, Nebruska Boston, Mass New York New York New York New York New York Sult Lake City, Utah	March 15, 1893.			

Total number of stockholders at date of last election? Nine hundred and seventy-eight. Date of last meeting of stockholders for election of directors? March 16, 1892. Give postoffice address of general office. Boston, Mass. Give postoffice address of operating office. Omaha, Nebraska.

OFFICERS.

Title.	Name.	Location of office.
Chairman of the board President First vice-president		
President	S. H. H. Clark	i Omaha, Nebraska.
First vice-president	Edwin F. Atkins	Boston, Mass.
Second vice president		
Second vice president		
Secretary	Alexander Millar	Boston, Mass.
Freasurer	' James G. Harris	Boston, Mass.
General solicitor		
General solicitorAttorney	W. W. Cotton	Portland, Or.
omptroller	Oliver W. Mink	Boston, Mass.
Assistant comptroller	!_	
Auditor	Erastus Young	Omaha, Nebraska.
Assistant auditor	F. W. Hills	Omaha, Nebraska,
Assistant auditor	S. H. H. Clark	Omaha, Nebraska,
Assistant general manager	E. Dickinson	()maha Neb aska
Chief engineer	E. C. Smeed	Omaha, Nebraska,
General superintendent		
Assistant general superintendent		
Division superintendent.		
Division superintendent		
Division superintendent		
Runarintandant of talegraph	 	
Superintendent of telegraph Traffic manager	· · · · · · · · · · · · · · · · · · ·	
Assistant traffic manager		
Canaral fraight agant	I A Monroe	Omaha Nehraska
Assistant canaral fraight agant	V. A. MVIIIVC	Omena, Noruska.
Assistant traffic manager	F I. Longy	Omaha Nahraska
Assistant general passenger agent	L, H, WWAL	Omana, Acolaska.
General ticket agent		
Assistant general ticket agent		
General baggage agent		
Cicuciai Da kkake akcii l		
Superintendent of expressLand commissioner		
Rand Comunission Cl		

PROPERTY OPERATED.

[FOR ROADS MAKING OPERATING REPORTS.]

In giving roads, observe the following classification and order:

- Railroad line represented by capital stock:

 (a) Main line.

 (b) Branches and spurs.

 Proprietary companies whose entire capi
 Line operated under lease for specified sum.

 Line operated under contract, or where the rental is contingent upon earnings or other considerations.
- 2. Proprietary companies whose entire capital stock is owned by this company.

 Name of every reilroad the operations of which are included in the income account—page 3

Name of every railroad the operations of which are included in the income account—page 31.

Name.		Term	Miles line for each road named.	of line each roads	
		From-	<i>To—</i>	Hiles l each nam	Miles of for eclass r
5,	Oregon Railway & Navigation Co.	Willows Junction_ Bolles Junction Starbuck	Wallula Junction Blue Mountain	402. 67 27. 12 28. 15 12. 79 81. 10 45. 34 13. 36 30. 00 2. 13	
3.	Oregon Railway Extensions Co {	Winona Junction La Grande	Settice Elgin	642.66 47.84 29.89	
	Total			68.73	
3.	Washington & Idaho R. R. Co	Farmington Tekoa Wallace	Spokane Mullan Burke	60.43	
3.	Total Columbia & Palouse R. R. Co{	Connell Colfax	Moscow Farmington	154, 20 117, 34 27, 48	
3.	Total	Wallula Junction Blue Mountain	Walla Walla Milton	144.82 30.18 5.34	
3.	Total Mill Creek Flume & Man'f'g Co	Walla Walla	Dixie and Dudley.	35. 52 13. 40	
	Total				1,059.3

Name of all coal, bridge, canal, or other properties, the earnings and expenses of which affect the general balance sheet, pages 49 and 51.

Name.	Character of business.	Title (owned, leased, etc).	State or territory.
Oregon Railway & Navigation Company's steamers	Transportation	Owned	

[[]Note.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—Frank J. MILLER, clerk.]

INCOME ACCOUNT.

[FOR ROADS MAKING OPERATING REPORTS.]

· -	-				•				
Gross earnings from operation, page 35Less operating expenses, page 45	8	5, 0 3, 5	88, 03 9 3, 38	8 03 9 53	2 -				
Income from operation					_ g			4,648	
Dividends on stocks owned, page 37 Interest on bonds Miscellaneous income	.				_				
Income from other sources	-						10	6, 128	00
Total income					3	}	1,51	0,776	50
Deductions from income— Interest on funded debt accrued, page 23 Interest on interest-bearing current liabilities accrued, not otherwise provided for————————————————————————————————————] !-				
Rents, page 47, A	.	2, 7 1	36,07 61,37	76	1 _				
Permanent improvements, page 29 Other deductions	.		39, 21		i_				
	1-				 }		0.000	6 , 66 8	950
Total deductions from income	•		-				3, UX	J, VUO	30
Net income					- -		1,52	5, 891	56
Net income Deficit Dividends, -4, common stock Dividends, -4, preferred stock Other payments from net income					-		1,52	5, 891	56
Net income					- - - -	†	1, 522	5, 891	
Net income Deficit Dividends, -%, common stock Dividends, -%, preferred stock Other payments from net income Total Surplus from operations of year ending June 30, 1892					- - -	†	1, 522	5, 891	\$6
Net income) †	1,522	5, 891	56
Net income							1, 522	5, 891	56

^{*}This deficit for the year ending June 30, 1892, is carried into the income account of the Oregon Short Line & Utah Northern Railway Company, the lessee company.
†Includes \$107,505. 13 loss in operation Oregon Railway & Navigation Company water lines,

[[]Note.—Where reference is made in the above table to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—Frank J. MILLER clerk.]

EARNINGS FROM OPERATION.

Ilem.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Passenger— Passenger revenue	'\$ 1,188,642 67		
Less repayments—	1	j	I
Tickets redeemed			******
Excess fares refunded	•	1	
Other repayments		39 09	
Total deductions		\$ 15,021 96	
Total passenger revenue		************	\$ 1,173,620 71
Mail.			169,946 90
Express			73,496 89
Extra baggage and storage			27,072 40
·			
Total passenger earnings			8 1,444,136 90
Freight-		1	
Freight revenue	\$ 3,709,250 90		
Less repayments—		179 884 01	
Overcharge to shippersOther repayments		7, 802 40	
Omor topus monwatter transfer to the contract of the contract			
Total deductions		180,687 31	
Total freight revenue			e 9 509 529 50
Total freight revenue Stock yards			\$ 3,528,563 59
Elevators			
Other items			1
	1	İ	
Total freight earnings	,		\$ 3,528,563 59
Total passenger and freight earnings			4, 972, 700 49
At the same and a second of the second of th		L.	1
Car mileage, balance Switching charges, balance			80, 136 07
Switching charges, balance			274 88
Telegraph companies Rents from tracks, yards, and terminals, page			520 46
Rents from tracks, yards, and terminals, page	41,	·	11,949 15
Rents not otherwise provided for			3, 196 15 19, 260 82
()thei sources			15, 200 62
Total other carnings			\$ 115, 337 53
	•	1	
Total gross earnings from operation, ent		1	\$ 5,088,038 ₀₂
Total gross earnings from operation, Orego	m		0,000,000 ()2
Total gross earnings from oberation Orego	ILI . I		

[[]Note.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]

RENTALS RECEIVED.

RENTS RECEIVED FROM LEASE OF TRACKS, YVRDS, AND TERMINALS.

Designation of property.	Situation of property leased.	Name of company using property leased.	Rem.	Total.
Tracks	Wallula to Portland	Northern Pacific R. R. Co.	\$ 867 32	
Total				\$ 867 32
Yards				
Total				******
Terminals	Portland and Albina	N. P. Terminal Co	\$ 11,081 83	
Total				\$ 11,081 85
Grand total ren	its received			\$ 11,949 15

MISCELLANEOUS INCOME.

Item.	Gross income.	Less expenses.	Net miscellaneous income.
*()regon Railway & Navigation Company steamers		-	
Total	\$ 1,141,227 37	\$ 1,248,782 50	\$ †107,505 18

^{*} Includes only the operating earnings, expenses (including taxes).
† Deficit.

OPERATING EXPENSES.

[Apportionment between passenger and freight traffic is estimated according to the rule prescribed by the interstate commerce commission.]

Item.		hargeable senger tra			Chargeable ircight traffi			Total.	_
Maintenance of way and structures—	ا	100 110	10		007 004	- 4		450 045	
Repairs of road way	3	193, 113	12	3				478, 347	
Renewals of rails.	į	16, 197 49, 141	60 01		23, 128			39, 325	
Renewals of ties Kepairs of bridges and culverts	ı	41,118			74,517 57,620			123, 659 98, 738	\$
Repairs of fences, road-crossings, signs, and cat-	ŀ	41,110	10	•	07,020	U		on, 100	. 01
tle guards	1	5,698	18		9, 169	00	1	14,867	18
Repairs of buildings	,	21,520	67		31,388			52,908	
Repairs of docks and wharves	: '			i			1	,	. .
Repairs of telegraph	l	104	80	i	154	49	•	259	29
Other expenses	·		<u>-</u>				·		
	,	224 024					-		
Total	8	326, 893	81	; \$	481, 212,	55	\$	808, 106	36
Maintenance of equipment—	!	00.734	-0		200 518	0.1		000 041	00
Repairs and renewals of locomotives		86,724			233,517	23	1	320 , 241	
Repairs and renewals of passenger cars		100,091	10		146,629		. (100, 891 146, 629	
Repairs and renewals of freight cars					140,023	-91	i	140, 025	91
Shop machinery, tools, etc.		11,421	29	1	16,494	86	1	27,916	15
Other expenses.				1				21,010	
() table on position and the same series are	<u> </u>								
Total	IS	199,037	69	\$	396,641	40	8	595, 679	09
Conducting transportation— Wages of enginemen, firemen, and round-house-	!			1				·	
men		98, 313			233, 473			331,786	
Fuel for locomotives		166, 123			446,858		i	612,991	
Water supply for locomotives		9,673	42	1	14, 137			23,810	
All other supplies for locomotives		5,343	15		8, 176			13,520	
Wages of other trainmen		71,442			109,006			180,449	
All other train supplies	.) . 1	14,837			22,750			37, 588	
Wages of switchmen, flagmen and watchmen Expense of telegraph, including train dispatchers	. i • :	3 0, 310	U1		45,056	40	1	75, 366	90
and operators	• · •	33,725	46	•	49,856	40	,	83, 581	uc.
Wages of station agents, clerks, and laborers.	·	100, 609			148,868	18	1	249, 477	
Station supplies	1	14, 907	69	İ	21,319			36, 22 6	
Switching charges, balance				1	•		ı		
Car mileage, balance									
Loss and damage	•	21,017	75	i	71,708	58		92, 7 2 6	33
Injuries to persons		26, 795	74	ţ	37,852	0մ		64, 647	80
Barges, floats, tugs, ferry-boats, expenses of, including wages, fuel, and supplies Other expenses	 						.		
	ļ			· —			-¦		
Total	. 8	593, 100	11	5	1, 209, 063	73	8	1, 802, 163	84
General expenses—	,	11 100	4-	1	10 515	=0	1	07.404	
Salaries of officers		11, 108	40	ı	16,515			27,624	
Salaries of clerksGeneral office expenses and supplies	•	18, 893 1, 667	70	•	27,531			46, 425	
A conging including galaxies and rout	• ‡	23,009			2, 426 137, 048			4, 094 150, 057	
Agencies, including salaries and rentAdvertising		25, 568			•		1	25, 568	
Commissions	•	2 9, 151			6,629		- 1	25, 500 35, 781	
Insurance	[6,828			10,069			16, 897	
Insurance Expense of fast freight lines	' .			.	,		.		
Expense of traffic associations	.:	2,077	21	-	2, 831	42		4,908	63
Expense of stock yards and elevators				١			.		
Rents for tracks, yards, and terminals, page 47, B	3	9, 413			13,605	47	1	23,019	34
Rents not otherwise provided for	,	1,059	93	ļ	1,517	20	1	2,577	13
Legal expenses	-	7,775			11,904	68	ł	19,679	
Stationery and printing		8,335			12,070	77	į	20, 406	
Other general expenses		3,890	86	. _	6,509	14	_!	10, 400	00
Total	8	148,780	60	8	23 8, 659	63	3	387,440	23

[Note.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company —FRANK J. MILLER, clerk.]

OPERATING EXPENSES—CONCLUDED.

[Apportionment between passenger and freight traffic is estimated according to the rule prescribed by the interstate commerce commission.]

Item.	Chargeable to passenger traffic.				Chargeable to freight traffic.				Total.						
Recapitulation of expenses— Maintenance of way and structures Maintenance of equipment Conducting transportation General expenses	\$	326 199 593 148	, 03 , 10	37 00	69 11	\$	31,2)6,)9,	641	78	\$		595, 802	, 106 , 679 , 163 , 440	(P)
Grand total Percentage of expenses to earnings, entire line Operating expenses, Oregon, approximate—	\$	1, 267	, 81	12	21	\$	2, 8	න,	577	31	\$	3,	598	, 5% 70	52), 62
Maintenance of way and structures Maintenance of equipment Conducting transportation General expenses		246 149 447 107	, 2 , 7!	32 30	77 48		25 86	98,)7,		80 55		1,	448 255	, 857 , 178 , 445 , 098	3 57 5 13
Total Percentage of expenses to earnings, Oregon	\$	951	, 32	20	06	8	1,6	29,	259	06	\$	2,	580	, 579 73) 11 L 01

RENTALS PAID.

A.-RENTS PAID FOR LEASE OF ROAD.

Name of road.	Interest on bonds guaranteed.	Dividends on stocks guaranteed.	Chah.	Total.
Oregon Railway & Navigation Co Northern Pacific Terminal Co	\$ 1,069,137 61 111,660 00	\$ 1,440,000 00	\$ 115,280 00	\$ 2,624,417 61 111,660 00
Total rents, A	\$ 1,180,797 61	8 1,440,000 00	8 115, 280 00	\$ 2,736,077 61

B.-RENTS PAID FOR LEASE OF OTHER PROPERTY.

Designation of property.	Situation of property leased.	Name of company owning property leased.	Item.	· Total.
Tracks-				
Yards-				***********
Terminals—	Spokane Falls Portland	Union Depot Company N. P. Terminal Company Southern Pacific R'y Co	4,899 06	
Grand total, B				\$ 28,019 34

CONTRACTS, AGREEMENTS, ETc.

- *Here give a concise statement of all existing contracts, agreements, arrangements, etc., with other companies or persons, concerning the transportation of freight or passengers. Give the statement in the following order, viz.: 1. Express companies. 2. Mails. 3. Sleeping, parlor, or dining car companies. 4. Freight or transportation companies or lines. 5. Other railroad companies. 6. Steamboat or steamship companies. 7. Telegraph companies. 8. Other contracts,
 - 1. Pacific Express Company, contract dated May 1, 1886.
 - 2. Rates fixed by Postmaster-General.
 - 3. Pullman Palace Car Company, contract dated February 1, 1889.
- 4. Columbia Transportation Company, contract dated November 1, 1889; Vancouver Transportation Company, contract dated November 1, 1889; W. S. Buchanan, agent, contract dated December 26, 1890; Pacific Transfer Company, contract dated May 1, 1892.
- 5. Union Pacific Railway Company, contract dated December 6, 1890; Northern Pacific Railroad Company, contract dated August 17, 1892; Great Northern Railroad Company, contract dated October 13, 1890; Oregon Railway & Navigation Company, contract dated January 1, 1887; Seattle, Boise & Salt Lake Railway Company, contract dated July 1, 1892; Northern Pacific Railroad Company, contract dated June 3, 1890; Southern Pacific Company, contract dated June 3, 1890; Northern Pacific Terminal Company, contract dated June 3, 1890.
- 6. Pacific Coast Steamship Company, contract dated June 1, 1890; Puget Sound Steamship Association, contract dated March 13, 1890; Columbia River Steamship Association, contract dated December 30, 1890; Pacific Mail Steamship Company, contract dated February 6, 1892.
 - 7. Western Union Telegraph Company, contract dated October 6, 1880.
- 8. Franklin Upton, contract dated March 3, 1890; Franklin Uptou, contract dated March 10, 1890; Northern Pacific Coal Company, contract dated September 18, 1891; Wm. Bain, contract dated February 3, 1892; Sait Lake City corporation, contract dated June 14, 1892.

^{*} It is impossible to furnish a concise statement of all existing contracts, etc., as called for above. A brief reference to such contracts as are believed to be of more general interest has, however, been made.

EMPLOYÉS AND SALARIES.-ENTIRE LINE.

. Class.	Number.	Total number of days worked	Total yearly compensation.	Average daily compensation.
General officers	40	12,520	25,503 15	\$ 2.03
General office clerks	96	30,048	62, 467 87	2 07
Station agents	68	21.24	58, 825 56	2 76
Other station men	145	45,385	102,606-03	2 26
Enginemen	98	30,674	147, 291 60	4 80
Firemen	98	30,671	86, 460 60	2 82
Conductors	58	18, 154	67.450 >0	3 72
Other trainmen	95	29, 735	78, 144 00	2 63
Machinists	117	36,621	113,065 80	3 09
Carpenters	83	25,979	86,973 0 0	3 35
Other shopmen	286	89,518	243, 457 80	2 72
Section foremen	127	39, 751	79, 183 00	2 50
Other trackmen	501	156, 813	2.8,163.20	1 46
Switchmen, flagmen, and watchmen	33	10, 329	32, 307 60	3 13
Telegraph operators and dispatchers	52	16, 276	50, 190 0 0	3 08
Employés—account floating equipment.	416	130, 208	874,073 72	2 87
All other employes and laborers.	275	86,075	269, 358 60	3 18
Total (including general officers)	2,588	810,044	\$ 2,125,5.2:0	\$ 2.62
Less general officers	40	12, 520	25, .03 15	2 03
Total (excluding general officers)	2,548	797, 524	\$ 2,100,019 15	\$ 2 63
General administration	177	55,401	135, 147 94	2 43
Maintenance of way and structures	753	235, 689	450, 331 20	1 91
Maintenance of equipment.	592	185, 296	523, 128 36	2 82
Conducting transportation	1,666	833, 658	1,016,914 80	3 05
Total (including general officers)	2,588	810,044	\$ 2,125,522 30	\$ 262
Less general officers	40	12,520	25,503 15	2 03
Total (excluding general officers)	2,548	797, 524	\$ 2, 100, 019 15	\$ 2 63
Total (including general officers) entire				

Impossible to furnish information requested for the State of Oregon.

PASSENGER AND FREIGHT, AND TRAIN MILEAGE-STATE OF OREGON.

•	Column for ton-	
	nage, number	ţ.
	DOMESTOCK THE	Column for revenue
Item.	ber trains.	and rates.
	mileage,	Great Force.
	number care.	
	mantoci cura.	
•		
Passenger traffic—	400 400	1
Number of passengers carried earning revenue	200,400	
Number of passengers curried one mile	4 91,910,150	
Average distance carried Total passenger revenue, page 85.	118	
Total passenger revenue, page 351	* *****	(# 886, 083 G4
Average amount received from each passenger		3 33967
Average receipts per passenger per mile.		.02829
Estimated cost of carrying each passenger one mile		. 03038
Average amount received from each passenger Average receipts per passenger per mile. Estimated cost of carrying each passenger one mile Total passenger earnings, page 35 Passenger earnings per mile of road Passenger earnings per mile of road		1,057,260 89
Passenger earnings per mile of road		2,037 86271
I dobe i get catutings her craim mitto accessed a second		1 65609
Number of tons carried of freight earning revenue	696, 818	
Number of tons carried one mile	151,041,200	
Number of tons carried of freight earning revenue. Number of tons carried one mile Average distance hand of one tou. Total freight revenue, page 35 Average amount received for each ton of freight Average receives per ton per mile	216.8	
Total freight revenue, page 35	*************	2,357,040 48
Average amount received for each ton of freight		3 38263
Average receipts per ton per mile Estimated cost of carrying one ton one mile. Total freight earnings, page 35. Freight earnings per mile of road. Freight earnings per train-mile.		.01561 .01079
Estimated cost of carrying one ton one mile.		.01079
Total freight earnings, page 35.		2,357,090 48
Freight earnings per mile of road		4,417 89680
Freight earnings per train-mile.		2 72425
Passenger and freight-		
Passenger and freight revenue, page \$5		8, 24
Passenger and freight revenue per mile of road Passenger and freight earnings, page 35		.,
Passenger and freight earnings, page 35.		3, 44
Passenger and freight earnings per mile of road		
Gross earnings from operation, page 45.		3,53
Gross earnings from operation, page &> Gross earnings from operation per mile of road. Expenses, page 45. Expenses per mile of road		
Expenses, page 45		2,58
Expenses per mile of road		27.10
TTAIN TONEAGE—	1	
Miles rite by passanger trains	637, 134	
Miles run by freight trains	812, 101	*******
Miles run by mixed trains	110 820	*****************
	210,020	************
Total mileage trains earning revenue.	1.560.064	**********
Miles run by switching trains		*************
Miles run by construction and other trains	99, 090	
bittes that by constitution add office states.	#5 ₁ \\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	
Grand total train mileage	2,085,540	
Mileage of loaded freight cars—north or east.	6, 348, 616	
Mileage of loaded freight cars—south or west	8, 098, 729	
Mileage of emply freight cars north or east	2,569,577	
Mileage of empty freight cars—south or west	886, 231	
	19	
	16	
Average number of empty cars in train		
Average number of tons of freight in train	163. 65	
†Average number or tons of freight in each loaded car	11.06	
	· <u>'</u>	

Caboose treated as loaded. † Caboose treated as empty.

[[]Note.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company —FRANK J. MILLER, elerk.]

PASSENGER AND FREIGHT, AND TRAIN MILEAGE-ENTIRE LINE.

Ilem.	Column for ton- nage, number passengers. num- ber trains, mileage, number cars.	Column for revenue and rates.		
Passenger traffic—	! !	1		
Number of passengers carried earning revenue	385, 415	1		
Number of passengers carried earning revenue Number of passengers carried one mile Average distance carried Total passenger revenue	39, 146, 051			
Average distance carried	101.6			
Total passenger revenue		5 1, 173, 620 71		
Average amount received from each passengerAverage receipts per passenger per mile	!	3 01508		
Average receipts per passenger per mile		.02998		
Estimated cost of carrying each passenger one mile		.19239		
Total passenger earnings		1,444,136 90		
Passenger carnings per mile of road		1,363 25496		
1 downigor carmings por state mito		1 62226		
Freight traffic—	000 500	Į.		
Number of tons carried of freight earning revenue Number of tons carried one mile	8072, 533			
Number of tons carried one mile	186, 423, 479			
Average distance haul of one tonTotal freight revenue	252. 3	0.000.000.00		
Total freight revenue		3,528,568,59		
Average amount received for each ton of freight		4 39678 .01893		
Average receipts per ton per mileEstimated cost of car ying one ton one mile		.01895		
Estimated cost of carrying one ton one mile		.01247		
Total freight earnings		3,528,563 59		
Total freight earnings Freight earnings per mile of road Freigh earnings per train-mile		3,330 93998		
Freign' earnings per train-mile.	` 	2 64335		
Passenger and freight—	†	4 500 184 00		
Passenger and freight revenue		1,702,184 30		
Passenger and freight revenue per mile of road		4,438 82860		
Passenger and freight earnings Passenger and freight earnings per mile of road		4,438 82860 4,972,700 49 4,694 19396		
Passenger and treight earnings per mile of road		4,694 19396		
Gross earnings from operation Gross earnings from operation per mile of road Expenses Expenses per mile of road	.	5,088,038 02		
Gross earnings from operation per mile of road		4,803 07177		
Exp'ines		3,593,349 52		
Expenses per mile of road		3, 392 13420		
Train mileage—	1 944 946			
Miles run by passenger trains				
Miles run by freight trains	1, 197, 387 183, 327			
Miles run by mixed trains	100,027			
Total mileage trains earning revenue	2, 225, 090	1		
Wiles win by suitching trains	517, 196			
Miles run by switching trains	113, 351			
Miles run by (Substruction and other trains	110, 001			
Grand total train milegra	2, 855, 627			
Grand total train mileage Mileage of loaded freight cars—north or east	7, 985, 825			
Mileage of loaded freight cars—south or west	10, 217, 340			
Mileage of empty freight cars—north or east	3, 767, 6 85			
Mileage of empty freight cars—south or west	1, 313, 422			
Average number of freight cars in train	1,010,422			
*Average number of loaded cars in train	13			
Average number of empty cars in train	1	***************************************		
Average number of tons of freight in train	185.02			
†Average number of tons of freight in each loaded car	10.96			
14-14-40- HOMEON AT ANIMA OF STATEMASH COACH SAMEAG ANT	10.00			

^{*} Caboose treated as loaded. † Caboose treated as empty. Mileage of switching trains obtained by allowing eight miles per hour.

FREIGHT TRAFFIC MOVEMENT.

[COMPANY'S MATERIAL EXCLUDED.]

	Commodity.	Freight originating on this road.	Freight received from connecting roads and other carriers. (Whole tons.)	Total freight	tonnage.
		(Whole tons.)	Freight from ting r other (Wh	Whole tons.	Per cent.
	Grain	202, 745	27,879	230, 624	83. 10
1	Flour	18,506	513	19,019	2.73
Produc's of	Other mill products	8,865	2,110	5, 975	.86
agriculture	(May	4,473	493	4, 966	.72
,	100acco		10	10	
	Cotton	1 105	13	18	
ı	Fruit and vegetables	1, 165	2,922	4,097	.59
	Live stock		6, 162	26,709	3.83
Products of	Dressed meats	7,344 141	201	7,545 5,207	1.08
animals.		2,274	5, 186	5,327 13,885	1.99
36 1111110115.	Poultry, game, and fish	6, 883	11,611 1,473	8,356	1.20
	Wool Hides and leather	1,291	75	1,366	.20
	Anthracite coal	10	114	124	.02
	Bituminous coal		8,036	10,058	1.44
Products of	Coke		240	375	.06
mines.	Ores	24,915	161	25,076	3.60
	Stone, sand, and other like articles	10,717	974	11,691	1.68
Products of	Lumber	118, 464	22 , 2 24	140,688	20.19
forest.)	•	, i		1
	Petroleum and other oils		7,209	8, 231 8, 797	1.18 1.21
	SugarNaval stores	, 302 !	8,425	8,787	1.21
	Iron, pig and bloom	113	109	222	.03
	Iron and steel rails	113	1,458	1,487	.22
Manufac-	Other castings and machinery	1,057	5,899	6, 956	1.00
tures.	Bar and sheet metal	244	2,752	2, 996	.43
tuico.	Cement, brick, and lime		5,818	14,835	2.13
	Agricultural implements		4, 145	5,079	.73
	Wagons, carriages, tools, etc	104	2,461	2,565	.37
	Wines, liquors, and beers	256	2,738	2, 994	.43
	Household goods and furniture	348	. 2, 125	2,473	.36
Merchandis	6	31,016	26,593	57,609	8.27
	us-other commodities not men-	1	1	1	}
tioned abo		14,988	21,865	36, 853	5, 29
	tonnage, Oregonauled for use other companies in	484, 997	181, 974	666, 971	
	eific system			29,847	4, 29
	total tonnage, Oregon			696, 818 802, 533	100.00
- 4 -					

^{*} This item, which is self-explanatory, has been added to this statement so that the total tonnage will agree with the "number of tons carried of freight earning revenue" reported on page 61. It is impossible to state whether this tonnage "originated on this road," or was "received from connecting roads or other carriers."

[[]NOTE.—Where reference in the above tables is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—Frank J. MILLER, clerk.]

DESCRIPTION OF EQUIPMENT.

Item.	Number added during year.	number of year.	Equi	ipped with train Equip brake. autor		oment fitted roit matic coupler.	
	Numbe	Total nu at end of 3	No.	Kind.	No.	Kind.	
Locomotives—)					i	
Passenger	!	. 14	14	Westinghouse .			
Freight	¦	.1 93	58			• 	
Switching		·j 7	7	Westinghouse.		-	
Leased			-			•	
Total locomotives		114	79	Westinghouse .			
Cars in passenger service—	!	. 00		1		1	
First-class passenger cars	1	36	36	Westinghouse -	36	Miller.	
Second-class passenger cars	: · -		·			. 1	
Combination passenger cars	´		_ '			-	
Emigrant sleeping cars Dining cars	!		.;				
Dining cars			·	~ `- 		.1	
Parlor cars			. ;	-,		•	
Bleeping cars			·			1	
Baggage, express, and postal cars Other cars in passenger service	*1	27	27 : 3	Westinghouse - Westinghouse		Miller. Miller.	
orner cure in passonager service :-	i ————	!		_			
TotalCars in freight service—	*1	66	66	Westinghouse.	66	Miller.	
Box cars	3	2, 233	1,324	Westinghouse -		1	
Flat cars		342	21	Westinghouse.			
Stock cars		271	200				
Coal cars			1			1	
Tank cars						1	
Refrigerator cars				.		4	
Other cars			,	-		i	
		,		-	1		
TotalCars in company's service—	3	3, 035	1,545	Westinghouse -			
Gravel cars						1	
Derrick cars		3	!		!	1	
Caboose cars	3	50	10	Westinghouse .		!	
Other road cars	* 1	89				i	
Total	$\overline{2}$	142	10	Westinghouse -		1	
Cars contributed to fast freight line service—						1 f	
Total cars owned	4	9 049	1 401	Westinghouse	ce	Willow	
Cars leased—	4	3, 243	1,621	Westinghouse _	66	Miller.	
Grand total cars		3, 243	1,621	Westinghouse _	66	Miller.	

^{*} Denotes reductions.

MILEAGE

ED.
OPERATED
OPE
ROAD
RO
OF
AGE
-3

	Line repr	Line represented by capital stock.	Line of	Line oper-	Line oper-	Line oper-	Total mile	New line	Rails.	128.
Line in use.	Maın line.	Branches and spurs.	proprietary companies.	aled under lease.	confract, edc.	trackage rights.	age operated	constructed during year.	Iron.	Steel.
Miles of single track				1,059.33			1,059.33		269.45	789.88
Total mileage oper- ated (all tracks)				1,059.33			1,059.33		269.45	789.88
1		B.—MILEAGE	OF	LINE BY ST	rates and	D TERRITORIES.	ORIES.	<u> </u>		!
	Line repr capita	Line represented by capital stock.	Line of	Line oper-	Line oper- aled under	New line	Total mile-	Line oper-	Rails.	78.
state or terruory.	Main line.	Branches and spurs.	proprietary companies.	weu unaer lease.	contract, etc.	during year.	ing trackage rights.	trackage rights.	Iron.	Steel.
Oregon Washington Idaho				533, 53 431, 81 98, 99			583, 53 431, ×1 93, 99		20.33 20.33 20.38	468. 49 229. 78 91. 61
Total mileage oper- ated (single track)				1,059 38			1,050.33		269. 45	789.88

Oregon Short Line & Utah Northern Railway Co. (Lessee), 1892.

		RENEWALS	LS OF RA	AILS AND	TIES.	,	
New ra	New rails laid during year.	year.			New ties laid during year.	year.	
Kind.	Tons.	Weight per yard. (Pounds.)	Avrage price per lon at distributing point.		Kind.	Number:	Average price at distributing point.
Iron	.003	949	\$ 20 80	Cedar Pine Fir		5, 925 	
Total iron Steel	1, 421. 0035	95 96		Total		376, 922	.32
Total steel	1, 490.0577	09	\$ 32.77				
•	CONS	CONSUMPTION	OF FUE	C BY	LOCOMOTIVES.		
		Coal	-Tons.	Wood — Cords.			Average
LACORRATVER		Anthracite.	Bituminous.	Hard.	Soft. toms.	aucs run.	consumed per mile.
Passenger Freight Switching Construction			39, 235, 00 97, 125, 00 8, 096, 00 2, 604, 12	580.06 1,147.75 79.88 32.00	39, 621. 66 97, 890 17 8, 148, 92 2, 625. 45	939, 572. 00 1, 645, 153 00 517, 196, 00 107, 682. 00	84.34 119.00 31.51 48.76
Total Average cost at distributing point.	olnt		\$ 147,060.12	1,839.13	148, 286, 20	3, 209, 603. 00	92.40
		•	-	•		-	

ACCIDENTS TO PERSONS.

			•	Empl	oyes.	•		
Kind of accident.	Trai	nmen.	flagme	hmen, n, and hmen.		her oyes.	To	tai.
	Killed.	Infured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and uncoupling Falling from trains and engines Overhead obstructions	1	6 19		1		9	1	10 29
Collisions Derailments Other train accidents (described briefly below) At high way crossings	3	1 4 			2	2	2 3	6
At stationsOther causes (described briefly below)	 2	13	1	1 5		88	8	1 106
Total	2	43		11	2	99	9	158
		'- 		.'+ - -	Oth	ers.		·_ · ·
Kind of accident.	Passe	engers.	Tresp	a ssi ng.	Not pass	tres- ing.	To	lal.
	Killed.	Injured.	Killed.	Injured.	Killed.	Infured.	Killed.	Injured.
Collisions Derailments Other train accidents (described briefly below) At highway crossings	 	 	2				2	 1
At stationsOther causes (described briefly below)	1	7	1	7	1	1 6	2	13
Total	<u> </u>	7	3	7	1	7	4	14

OTHER CAUSES-INJURED.

M. Clifton, fireman — Hand and arm burnt on account ignited oil.

J. S. Mills, engineer — Finger cut while using coal chisel.
George Pelton, fireman — Leg scalled on account cock breaking off injector.
H. F. Young, fireman — Eye injured on account water glass engine exploding.
John Dexter, engineer — Wrist burnt against steam pipe.
H. H. DuBois, brakeman — Hand cut while throwing switch.
George B. Atkinson, brakeman — Foot sprained; slipped against engine pilot.
H. O. Darrah, conductor — Back bruised; fell against switch stand.
C. W. Hudson, brakeman — Hand bruised by falling from train to engine.
F. P. Reznor, brakeman — Ankle sprained in getting from train to engine.
T. D. Lake, brakeman — Hand cut trying to break car seal.
George Smith, fireman — Shoulder sprained while coaling engine.
J. H. Gallagher, brakeman — Back sprained while getting on car.
J. L. Haywood, switchman — Back sprained on engine.
G. E. Fallett, watchman — Foot prained on engine.
G. E. Fallett, watchman — Toe bruised by falling wood.
P. J. McMahon, switchman — Finger torn on nails.
R. Hubert, laborer — Fell down in caboose and sprained his back.
S. Storle, bridge foreman — Rib broken by falling off bridge.
D. C. Wilson, roadmaster — Ankle sprained by stand.

ACCIDENTS TO PERSONS.—CONTINUED.

OTHER CAUSES-INJURED.-CONTINUED.

```
J. T. Smith, car inspector — Fingers mashed by swing beam.
D. V. Rogers, boiler maker — Foot bruised by channell bar.
W. H. Renie, section foreman - Spine and ribs bruised by handle of hand car.
C. McGovern, laborer — Wrist sprained by handling rails. H. Allen, blacksmith — Hand cut by chisel.
F. Little, laborer - Finger mashed by rail.
C. L. Walker, car repairer — Stepped on nail.
M Powers, laborer — Leg broken by car door.
J. Chambers, boiler maker — Fingers bruised by hammer.
N. Morgan, machinist — Foot bruised by ax.
J. Chambers, boiler maker — Hand bruised by fly-wheel.
A. C. Jones, millman — Fingers cut off by mortesing machine.
G Shintler, laborer — Foot bruised by car door.
W. Bradford, laborer - Fingers mashed by rail.
J. Shupe, tinner — Hand cut by galvanized fron.
J. H. Morrisey, machinist — Foot bruised by hydraulic jack.
J. Kelly, laborer — Large toe bruises by dump car.
L. Kneble, car repairer --- Thumb mashed while bolting arch bars.
F. Karpin-ki, laborer—Toe mashed by push car.
C. W. Baker, carpenter—Foot mashed by casting.
Hans Peterson, tinsmith - Knee hurt by log.
John Lyden, pitman — Chest bruised and thumb sprained by earth slide.
C. Rogers, painter - Hand cut by whistle.
John Foulks, carpenter — Collar bone broke by falling from coal bunkers. P. D. Morris, machinist — Foot mashed by car wheel.
P. H. Fenton, section foreman — Back bruised by hand car.
W. Maher, car repairer — Finger sprained repairing freight car.
L. Knebel, car repairer — Thumb mashed in cog wheel.
N. Collins, machinist's apprentice — Thumb mashed in gear wheel.
Thomas Dunn, laborer - Ankle sprained jumping off hand car.
Fred Davis, laborer — Arm sprained by jumping off hand car.
R. Fonger, wiper - Fell on rail, bruising face and side.

    Robany, laborer — Foot mashed by rail.
    Chinaman, laborer — Face cut by hand car.

C. Mellenger, blacksmith - Knee cap bruised by tongs.
J. C. Smith, machinist — Foot hurt by jack screw.
George Langill, carpenter - Spine injured by falling off bridge, No. 134.
R. · ückley, laborer — Hand bruised by rail.
J. Earl, laborer - Leg broken; caught between piles.
M. Fitzgerald, laborer — Toes brui ed by rail.

Mons. Olsen, carpenter — Thumb brui-ed loading lumber.
George Warner, section foreman - Back and hip sprained taking jack from under track.
P. Gourley, boiler maker—Iron entered eye while cutting bolts.
R. F. Hardwick, carpenter - Scalp wound by falling rock.
Charles Holloway, mail clerk — Hand burnt putting out fire in mail car.
J. D. Jones, machinist — Leg cut; book on chain broke. James Poste, laborer — Scalp wound by plank.
A. Waterloo, locksmith — Hand cut by brass fixtures. R. Geary, blacksmith — Back bruised by drop door.
E. H. Higgins, machinist — Foot bruised by jack.

John Tosback, machinist — Hand bruised by tool holder and strap.
R. Schimferman, carpenter—Head bruised by felling off ladder.
8. B. McCray, laborer — Foot bruised by car wheel.
J. M. Hickenbottom, laborer - Chest bruised by hand car.
F. Morton, oiler — Hand bruised and wrist sprained by drill press.
R. V. Monteith, machinist — Hand bruised by bar.
J. H. Fazorn, carpenter — Cut over right eye by chain.
E. Shupe, foreman — Hand cut; caught between plank and wheel.
N. P. Miller, car repairer — Hand bruised by hammer.
D. S. Hyland, carpenter — Foot bruised handling bridge stringers.
I. W. Lacobe blacksmith.
J. W. Jacons, blacksmith — Face cut by piston head exploding.
A. Watt, bridge carpenter - Fracture of thumb by bar.
James Fitzsimmons, boiler maker - Hand bruised by hammer.
T. E. Kirby, blacksmith — Sca'p hurt falling against boiler.
George A. Lyon, carpenter - Forehead cut and face bruised by falling timber.
Pat Conlon, laborer — Back and hip bruised by falling ties. Chinaman, laborer — Finger cut off falling off hand car.
Walter Guntry, machinist - Finger bruised; caught between rail and hose.
A. J. Ness, laborer - Finger mashed handling lumber.
G. L. Berland, laborer - Fell off hand car and bruised face.
George Gregor, machinist — Fingers bruised by casting.
```

ACCIDENTS TO PERSONS.—CONCLUDED.

OTHER CAUSES-INJURED.-CONCLUDED.

J. Burns, saddler — Fead cut by engine.
P. F. Poutz, timber locator — Cut over eye and side bruised; struck by crate of strawberries.

OTHER CAUSES-KILLED.

M. Mullen, brakeman — Badly cut and bruised on account two cars running away.
H. Shutts, brakeman — Both legs bloken and crushed; run over by train.
J. Magee, watchman — Run over by train; supposed to have been murdered and put on track.
John Smith. tramp — Found dead on main line; think he was run over by train No. 1.
Indian Frank Wah — Neck broken; thrown from horse against baggage car.
J. B. Price, passenger — Head crushed; supposed to have fallen from train.

Oregon Short Line & Utah Northern Railway Co. (Lessee), 1892.

	-	-		-	_
		ades.	Aggregate length of descending grades (Miles.)	\$25557\$ 1000	296.82
		Descending grades	Sum of descents.	2,063 2,063 8 193 1,575 1,575 1,575	11,625
		Desc	20фия у	S 855- 2864 150	312
	Profile.	ades.	Appreyate length of ascending (solution)	2000 0 0 1 2 1 2 2 2 2 2 2 2 2 2 2 2 2 2	596, 37
		Ascending grades	sinyng to mus (20 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	22, 336
ć.		Asc	Number.	8 282826 35-5-1 82-1	846
ROAD			Length of level tine (Milen)	30 000454 48 14658 F&58524 82	136.82
S OF	4	.sedi	Length of straight i	25 25 25 25 25 25 25 25 25 25 25 25 25 2	660.13
PTERISTICS	Allgament	(of idea.)	Aggregole, length curred line. (M		356.63
CTER			Number of current.		2,558
CHARA			Miles.	201212124280242112848822 21252328822422424324	1,069.38
Ď,		Working divisions or branches		Hontington Wallula Junction Blue Mountain Walla Walla La Crosse Junction La Crosse Junction La Crosse Junction La Crosse Junction Malla Walla Malton Multon Burke Multon Burke Multon Burke	
		Working o	From	Portland Umailla Junction Pendleton Junction Milton Willows Junction Bolles Junction Starbuck East Portland Willows Junction Connell	Total.

BRIDGES, TRESTLES, TUNNELS, ETC.

Height of lowest above surface of rail. (Feet.)	19.6	20	18	17.6
Number.	-	2	2 21	6.2
Item.	Overhead highway crossings— Bridges	Trestles	Total Overhead railway crossings Bridkes Conduits Trestles	Tunnels
Maximum length. (Feet.)		1, 235	3, 290	-
Mintmum length. (Feel.)		75	91	
Aggregate length. (Feet.)		3, 794 10, 208 200	164, 935	,
Number.		~ & ~	96 1, 319 6	, [-
Item.	Bridges——Stone	Wooden	Trestles Tunnels	

GAUGE OF TRACK—Four feet eight and one half inches; 1,045.93 miles.
Three feet; 13.40 miles.

TELEGRAPH.

A.—OWNED BY COMPANY MAKING THIS REPORT.

. ,	Operated by another company.	Name of operating company.	
		Miles of wire.	
1		Miles of line.	
	tis company.	Miles of line. Miles of wire. Miles of line. Miles of wire.	1, 389. 70
	Operated by this company.	Mues of line.	
•	Miles of mire		1, 389. 70
1	Miles of line. Miles of wire		

B.-OWNED BY ANOTHER COMPANY, BUT LOCATED ON PROPERTY OF ROAD MAKING THIS REPORT.

	Name of operating company.	Western Union Telegraph Company. Western Union Telegraph Company and this company jointly.
· · · · · · · · · · · · · · · · · · ·	Name of owner.	Western Union Telegraph Company Western Union Telegraph Company
	Hiles of wire.	1,486.60
	Miles of tine. Hiles of wire.	1,044.70

CAR MILEAGE.

State below all individuals, cooperative fast freight lines, and stock companies to which the company making this report pays mileage for the use of cars.

American Refrigerator Transit Company, Anglo-American Transit Company, Armour & Cudahy Transit Line, Arms Palace Horse Car Line, Anstell Refrigerator Car Company, Blue Line Transportation Company, Burton Stock Car Company, California Fruit Transportation Company, Candy Cattle Car Company, Case, J. I., Threshing Machine Company, Chicago Refeigerator Car Company, Chicago Stock Car Company, Cold Blast Transportation Company, Colorado Fuel Company, Colorado Coal and Iron Company, Consolidated Tank Line Company, Crocker Chair Company, Cupples, Samuel, Woodenware Company, Dold & Sons, Jacob, Ellsworth, J. W. & Co., Empire Line, Eric Dispatch, Full- B ook Coal Company, Goodull Refrigerator Company, Great Eastern Line, Havens, C. B. & Co, Hallock Paint, Oil and Glass Company, Heir Brewing Company, Hershev Lumber Company, Hicks Stock Car Company, International Oil Company, International Packing Company, Illinois Steel Company, Iron Car Express Coal Line, Jenkins Line Poultry Car Company, Kansas City Dressed Beef Company, Kentucky Sou.h Oil and Gas Company,

Keystone Palace Horse Car Company, Laurel Hill Coal Company, Liguit Freight Line, Mahla & Chappell Company, Mann Bros., Mattoone Manufacturing Company, Mathers Humane Stock Car Company, Menasha Woodenware Company, Merchants Dispatch Transportation Company, Midland Line, Mitchell & Lewis Company, Mutual Oil Company. National Dispatch Company, New England Stock Car Company, National Oil Company, Peerless Tank Company, Pittsburgh & Toledo Dispatch, Rend, W. & P. & Co., Red Line Transportation Company, St. Charles Car Company, St. Louis Refrigerator Car Company, Silver Horn Company, Southern Dispatch Lumber Company, Southern Iron Car Line, Streets Stable Car Line, Standard Oil Company, Swifts Refrigerator Line, Tropical Transportation Company, U**ni**ou Line, Union Refrigerator Transit Company, Waters, Pearce O I Comp**any,** Waverly Oil Company, Webster Gasoline Company, Wells, F. E & Co., Whittier, Fuller & Co., White Line Transit Company.

OATH.

STATE OF MASSACHUSETTS, County of Suffolk.

I, the undersigned, Oliver W. Mink, Comptroller of the Oregon Short Line & Utah Northern Railway Company (Lessee), on my oath do say that the foregoing return has been prepared, under my direction, from the original books, papers, and records of said company; that I have carefully examined the same, or caused the same to be examined, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of my knowledge, information, and belief; and I further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made, excepting always such statements as have been prepared in accordance with rules prescribed by the Railroad Commissioners of the State of Oregon, the accuracy of which the Company neither admits nor denies.

OLIVER W. MINK, Comptroller.

Subscribed and sworn to before me this twelfth day of November, 1892.
FRANK D. BUTRICK,
Notary Public.

REPORT

OF THE

OREGON RAILWAY & NAVIGATION COMPANY.

For the year ending June 30, 1892.

HISTORY.

1. Name of common carrier making this report? Oregon Railway & Navigation Company.

2. Date of organization? June 12, 1879.

3. Under laws of what Government, State, or Territory organized? [If more than one, name all; give reference to each statute and all amendments thereof.] Oregon.

4. If a consolidated company, name the constituent companies. [Give reference to charter of each, and all amendment of same.]

None.

5. Date and authority for each consolidation? None.

6. If a reörganized company, give name of original corporation,

and refer to laws under which it was organized. None.

7. [For companies not making operating report.] What carrier operates the road of this company? Oregon Short Line and Utah Northern Railway Company, lessee.

ORGANIZATION.

Names of directors.	Postoffice address.	Date of expiration of term.
F. L. Ames. B. Campbell. W. W. Cotton. S. H. H. Clark. C. B. Fosdick. Walter F. Burrell. Jay Gould. R. W. Baxter. H. R. Reed. E F. Atkins. Zera Snow. D. P. Thompson. Frank Dekum.	Omaha, Neb. New York, N. Y. Portlind, Or. New York, N. Y. Portland, Or. Boston, Mass. Boston, Mass. Portland, Or.	June 19, 1893.

Total number of stockholders at date of last election? 1,118.

Date of last meeting of stockholders for election of directors? June 20, 1892.

Give postoffice address of general office. Boston, Mass.

Give postoffice address of operating office. None.

OFFICERS.

Tille.	Name.	Location of office
Chairman of the board President First vice-president Second vice-president		
President	S. H. H. Clark	Omaha, Neb.
First vice-president	E. F. Atkins	Boston, Mass.
Second vice-president.	D. P. Thompson	Portland, Or.
Third vice-president Secretary Treasurer		
Secretary	W. W. Cotton	Portland, Or.
Treasurer	James G. Harris	Boston, Mass.
Coneral colinitor	i	
Attorney Comptroller Assistant comptroller Auditor	W. W. Cotton	Portland, Or.
Comptroller	Oliver W. Mink	Boston, Mass.
Assistant comptroller		
Auditor	Erastus Young	Omaha, Neb.
Assistant auditor	F. W. Hills	Omaha, Neb.
*General manager		
Assistant general manager		
Chiefengineer		
Chief engineerGeneral superintendent		•••
Assistant general superintendent	>	
Division superintendent		
Division superintendent		
Division superintendent		• • • • • • · ·
Division superintendent.		
Division superintendentSuperintendent of telegraph		
Traffic manager		
Assistant trame manager		
General freight agent		
Assistant general freight agent		
General Dawenger agent		
Assistant general pa-senger agent		
General ticket agent		
Assistant general ticket agent		
General baggage agentSuperintendent of express		
Superintendent of express		
Land commissioner		

^{*} Managed by officers of the Oregon Short Line & Utah Northern Railway Company, lessee.

FOR OPERATION. PROPERTY LEASED, OR OTHERWISE ASSIGNED

Name of railroad the income of which from lease, or from other assignment for operation, is included in the moome account, page 33.

[POR ROADS NOT MAKING OPERATING BEPORTS]

Oregon Railway & Navigation Company, 1892.

энд ƒо	son M	2000 2000 2000 2000 2000 2000 2000 200	642,66
	obeac	Lense Lense Lense Lense Lense Lense Lense Lense Lense	64
Hy rehal company operated		Oregon Short Line & Utah Nor Ry. Co.	
Terminale.	Prom.	Portland Umatilia Junction Pendleton Junction Wallate Mountain Wilton Walla Walla Willows Junction Bolles Junction Bolles Junction Bathore Rarbuck Pomeroy Pomeroy Albina	
Name		Oregon Railway & Navigation Co.	Total mileage

FOR ROADS NOT MAKING OPERATING REPORTS, OR SUBSIDIARY OPERATING BOATS.

y by which it is operbe Union Pacific Rail-

he Washington Dalles Sailway Company for 3 Columbia & Palouse

of lease.
I upon request of the incurred prior to the

t for bonds and stocks

apany ie, practicable,

ABSIGNED FOR OPERATION.—CONCLUDED OTHERWISE OR PROPERTY LEASED,

por roads not maring operating beforts, or subsidiant operating roads.—Concluded.

ther property to be furnished to the Oregon Short Line Railway Company

현혈

ind harmony with each other distance of

Incurre

keep the Oregon Railway & Navigation Company barmiess from all expenses, taxes, etc

furnish statements of accounts to the Oregon Railway & Navigation Company.
deliver property to the Oregon Railway & Navigation Company at expiration of lease in

19. In case of default by the Oregon Short Line Railway Company, the Oregon Railway & Navigation Company to enter into and reposses good condition, etc

the Oregon Railway & Navigation Company. Agree to operate roads as one continuous line, interchange

leaned property.

20. Oregon whort Line Railway Company to have access to recognize Oregon Short Line Railway Company and Union Pacific I.

Disputes and differences to be settled by arbitration.

Lease to take effect January 1, 1947
No contracts to be executed inconsistent with contracts now in force. Joint mailager to be appointed.

Leave ratified by stockholders of Oregon Railway & Navigation Company, Oregon Short Line Railway Company and Union Pacific Railway Company.

The Oregon Short Line Railway Company was consolidated with other companies on August 1, 1889, into the Oregon Short Line & Utah Northern Railway Company

[Notz.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the ratiroad company —Frank J. Miller, electr.]

CAPITAL STOCK.

!!	-						_
Description.	Number of	8	Total par nalue	Total amount	Dividends declared during year.	d during year.	
	authorized,	Name -	OBSTANDARDO.	standing.	Rate	Amount.	
Capital stock— Common	240,000	100 00	* 24,000,000	\$ 24,000,000 00		\$ 1,440,000 00	
	240,000		\$ 24,000,000	24, 000, 000 8 24, 000, 000 00	, 000 \$ 24, 000, 000 000 000	\$ 1,440,000 00	
Manner of payment for capital stock.	Number of phares toused during year,	Outh realized on am't lawed during year.	Total number of sharer touned.	Total number of *Total cash real- shares issued.	Remarks	, 4 :	
			240,000				<u> </u>
							_
Total			240,000				_
			1	!!!			Ψ,

FUNDED DEBT.

MISCELLANEOUS OBLIGATIONS, AND INCOME

MORTGAGE BONDS,

BONDS.

Oregon Railway & Navigation Company, 1892.

Number of payments.

Date of issue.

Series or other designation.

	T	Time.	Amount of			• Çash real			Interest.	
obligation.	Date of issue.	When due.	authorized issue.	Amount issued.	Amount outstanding.	amount issued.	Rate.	When payable.	Amount accrued during year.	Am'l paid during year
l. First mortgage	1879. July 1.	1909. July 1.	\$ 6,000,000 00	6,000,000,000 % 6,000,000 00	\$ 5,059,000 00		8	Jan., July 8	\$ 304,140 00	\$ 306,870 00
Consolidated m'tg'e		Dec. 1.	30, 000, 000 00	12, 583, 000 00	12, 583, 000 00	1 1 2 1	Z.	64 June, Dec.	628,041 67	678, 300 00
	1889.	1919.	\$ 36, 000, 000 00	\$ 86, 000, 000 00 \$ 18, 583, 000 00	\$ 17,642,000 00				\$ 932, 181 67	\$ 985,170 00
2. Collateral trust mortgage	Sept. 2.	Sept. 1.	\$ 25,000,000 00 \$ 5,182,000 00 \$	\$ 5, 182, 000 00	\$ 5, 182, 000 00		X.	5% Mch, Sept. \$	\$ 286, 300 00 \$	\$ 218,375 00
Grand total			\$ 61,000,000 00	\$ 61,000,000 00 \$ 23,765,000 00 \$ 22, £24,000 00	\$ 22, 824, 000 00				\$ 1,218,481 67	\$ 1,218,481 67 \$ 1,203,545 00
* Cannot furnish				• ;			-	- · · · · · · · · · · · · · · · · · · ·	•	
			EQU	equipment trust	ST OBLIGATIONS	SNOI				
				A.—GENERAL	STATEMENT.					

FUNDED DEBT .- CONCLUDED.

B.—STATEMENT OF AMOUNT.

1	-		1	,]	!	1	
	Cash paid on Deferred payments—principal	Deferred payme	mts—principal		Deferred p	Deferred payments - interest.	reak.	_
Series or other acagnition.	equipmed.	Orlginal amount.	Amount outstanding.	Original amount.	Amount outstanding.	Am't accrued during year.	Am't peid during year.	Rate.
		***************************************		000000000000000000000000000000000000000	***************************************			*********
	1		**************************************		***************************************	*****		
	000000000000000000000000000000000000000	***************************************						
"Miscellaneous obligations," p. 19		\$ 6, 182, (00 00	\$ 5, 182, 000 00			\$ 296, 300 on \$	218,	875 00 54
Total "miscel obligations"		\$ 5,182,000 00	\$ 5, 182 600 00	***********	***********	\$ 286, 300 00 3	\$ 218,875 00	*
							-,	;

RECAPITULATION OF FUNDED DEBT.

		^	_
	descent paid	\$ 982, 181 67 \$ 985, 170 60 296, 306 00 218, 375, 90	1, 208, 546 00
Interest,	Amount arcrued during year.	982, 181 67 8	1,218,481 67
Amount	<u>.</u>		22, 824, 000 00 \$
	ATROUNT TOPACCI.	\$ 18,583,000 00 \$ 17,642,000 00 0 5,182,000 00	\$ 28,765,000 00 \$
	Citass of acoc		Total
1		Mortgage b Miscellaned Income bon	Total

[Norg.-Where reference in the above tables is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—Frank J. Miller, clerk.]

RECEIVER'S CERTIFICATES.

		ABBETS AND LIABILITIES.	Current liabilities accrued to and including June 30, 1892.			[See general balance wheet, page 49.]
	Amount tenuch, onleanting,	CURRENT	ayment of current tion	40,800 50	,	'
•	Date itemed.	10th	Oash and current assets available for payment of current liabilities.	Cash Bills receivable	Total	*Materials and supplies on hand, \$890, 552, 57

RECAPITULATION.

Oregon Railway & Navigation Company, 1892.

Account	Total amount	• Apport	*Apportionment.	Amount pe	Amount per mile of road.	\$
	oulstanding.	To railroads.	To other proper- ties.	Miles.	Amount.	Kemarks.
Capital stock, page 17	22, 821, 000 00 22, 821, 000 00	\$ 24,000,000 00 22,824,000 00		642.66 642.66	\$ 37,344 78 35,514 89	
	\$ 46,824,000 00	\$ 46, 824,000 00		642.66	\$ 72,859 67	
						Amount per mile of road.
Name of road.	Capual Bock.	Funded debl.		Current trabutues.	10 lal .	Mües. Amount.
Total						

as page, it directs attention to the page of the blank report which the commission * A certain proportion of these amounts is applicable to the Note.—Where reference in the above tables is made to sent to the railroad company.—Frank J. Miller, clerk.]

INCOME ACCOUNT.

[FOR ROADS NOT MAKING OPERATING REPORTS.] .

· · · · · · · · · · · · · · · · · · ·			
Income from lease of road		8	2, 622, 940, 44
Dividends on stocks owned, page 37	1	•	-,, - : - : :
Dividends on stocks owned, page 37	\$ 116 650 00		
Miscellaneous income, less expenses, page 41	110,000		
Misceriancons income, less expenses, page 41			~~~~
Income from other sources	4	[118 850 00
income from other sources		1	116,650 00
Total income	1		0 700 E00 AA
Total income	'	i o	2, 759, 590 44
Deficit			
Deductions from income—	1 505 50		
Salaries and maintenance of organization	8 1,587 59		
Interest on funded debt accrued, page 23	1,218,481 67		
Interest on funded debt accrued, page 23			
otherwise provided for			
Rents, page 47, A	·		
Taxes			
Permanent improvements, page 29		İ	
Other deductions	112, 720 12		
Total deductions from income	ł	i	1, 332, 789 38
	•	l	•
Net income	1	2	1 406 801 06
Definit		Y	1, 400,001 00
Dividends & common stock	Q 1 440 000 00		
Dividende d nauforred etech	Ø 1,330,000 00		
Dividends, -%, preferred stock			
Other payments from net income			
maal		i	1 440 000 00
Total		1	1,440,000 00
On and the Areas of the Areas o			
Surplus from operations of year ending June 30, 1891			
Deficit from operations of year ending June 30, 1891		8	83, 198 94
Deficit from operations of year ending June 30, 1891		i	329, 496 43
Deficit on June 30, 1890 (from general balance sheet, 1890 report)	!		·
-	l	l —	
Additions for year		1:	
Deductions for year			
	1	i —	
Surplus on June 30, 1891 (for entry on general balance sheet, p. 51). Deficit on June 30, 1891 (for entry on general balance sheet, p. 49)		8	298, 297, 49
Deficit on June 30, 1891 (for entry on general halance sheet in 40)			200,201 10
benom on the tot oner, on gonoral balance succe, p. 40/11			
	 	<u> </u>	
(37amm 177)			

[[]NOTE.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—Frank J. MILLER clerk.]

STOCKS OWNED.

Name.	Tota	l par	value.	Rate.	Income or divi- dend received.		* Valuation.
Washington & Idaho Railroad Company Oregon Railway Extension Company Washington Dalles Railroad Company Ca-cade Railroad Company Walla Walla & Columbia River R. R. Co Mili Creek Flume & Manufacturing Co Columbia & Palouse Railroad Company	1,	150, 0 700, 0	00 00 00 00 .00 00 .00 00		8	8	461,640 00 200,000 00 1,500 00 150,000 00 631,350 00 1 00 165,750 00
Total	\$ 5,	, 858, 2	00 00			\$	1,610,241 00

BONDS OWNED.

Name.	Total par value.	Rate.	Income or dividend received.	* Valuation.
Consolidated bonds	\$ 712,000 00 1,610,000 00 4,260,000 00 1,511,580 00 350,000 00 2,829,000 00 \$ 11,272,580 00	54 54	\$ 35,600 00 81,050 00 	\$ 712,000 00 1,636,593 00 3,711,038 69 1,264,485 31 474,045 63 2,489,519 00 \$ 10,317,681 63

^{*} Book account cost.

COMPARATIVE GENERAL BALANCE SHEET.

June 20, 1891.		June 80, 1892.	1, 1592.	Year ending.	Year ending June 30, 1882.
Total.	A Mest	Ben	Total.	/Acrease.	Decrease.
# 36, 296, 571 55 1, 610, 850 00 7, 80%, 989 68 1, 000, 522 89 637, 868 07 117, 219 81	Cost of road, page 29 Cost of equipment, page 29 Stocks owned, page 37 Bonds owned, page 39		8 36, 475, 648 28 1, 810, 241 00 10, 817, 641 63 892, 825 84 837, 864 07 118, 038 18	\$ 179,076 68 2,508,692 00 618 87	
390, 852 57 25, 896, 18	Other avecte— Materials and supplies Sinking fund Sundries Profit and loss		1, 321, 046 83 390, 352 57 63, 036 28	87, 151 10	96,085 14
	Grand total Liabilities.		\$ 51, 62K, 838 68	\$ 2,521,966 96	
24,000,000 00 20,550,000 00 8,850,055 11 10,629 13 325,529 00 325,496 48	of yet payable		24, 500, 000 00 22, 624, 000 00 8, 440, 000 49 134, 720 80 10, 250 00 1, 071, 529 86 226, 277 49	2, 274, 000 00 138, 764 38 26, 001 67 250 00 115, 009 85	88,198
 \$ 49,304,881 67	Grand total		\$ 51,828,638 63	\$ 2,521,956 96	

OREGON.

YEAR.—STATE

IMPORTANT CHANGES DURING THE

Oregon Railway & Navigation Company, 1892.

2. Decrease in mileage by line abandoned or line straight-	4. All leases taken or surrendered. 5. All consolidations or	All important financial changes (other than those above	
" Here present statements as follows: 1. All extensions of road put in operation. 2. Decrease in mileage by line abandoned or line straight-	::. All important physical changes (other than those above referred to).	anizations effected. 6. All new stocks issued. 7. All new bonds issued.	red to).

								-
. Decrease in mileage by line abandoned or line straight. All leases taken or surrendered. 5. All consolidations or All important financial changes (other than those above	\$ 712,000 00 1,632,000 00	\$ 2,344,000 00	\$ 2, 274, 000 00		When some state of the state of	wien eccarates narifalfea.	As specified in mortgage.	Subject to lst m't'g. As specified in mortgage.
sage by line r surrendere incial chang			8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	က်	What	mortgaged.	All	Subject to lst m't'g-
rease in mile ases taken ol nportant fina			* * * * * * * * * * * * * * * * * * *	-PAGE 23.	What	mortguged.	A11	All
			0 0 1 8 8 8 8 7 1	DEBT-	Amount of	mile of line.	Not specified All	\$ 25,000 00
in opera referr d t nds issue	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$		4 3 8 8 9 1	FUNDED	1	Miles.	27.56 18.88 27.89 27.49 27.15	
ions of road put in those above in 7. All new boi			d ; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ;	FOR	What road mortgaged.	78-	Huntington—— Heppner———— Dayton——— Pomeroy——— Wailula———— Blue Mountain	
rs: 1. All extens nanges (other the r stocks issued.	Consolidated mortgage Collateral trust mortgage	rst mortgage	8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	SECURITY	What r	From—	6	Waila Walla
Itere present statements as follows: 1. All extensions of road put in operation ened. :: All important physical changes (other than those above referred to). recirganizations effected. 6. All new stocks issued. 7. All new bonds issued. referred to).	1, 2, 3, 4, 5, and 6, none. 7. Bonds issued during year—Co	Bonds canceled during year — First mortgage.	Increase in funded debt	•	Chan of Board on the collection	Curso of contraction.	First mortgage bonds	Consolidated mortgage bonds

[Norg.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—Frank J. Mill. RR, clerk.] *Income from underlying bonds mortgaged. † Washington & Idaho Rallroad Company first mortgage bouds, \$4,260,000.00; Oregon Rallway Extensions Company first mortgage bonds, \$1,511,580.00.

MILEAGE.

MILEAGE OWNED BY ROAD MAKING THIS REPORT.

 $Oregon\ Railway\ \&\ Navigation\ Company,\ 1892.$

	Line nepr	Line represented by copilal stock.	Line of	Line oper-		Line oper-	. —		Total mile-	Lane oper- aled under	6.5	Raile.	_	
Rate or territory.	Main Itae.	Branches and spurs.	proprietary companies			contract, etc.	during year	4	trackage tolds.	trackage rights.		Iron.	Steet.	
Oregon Washington	402 67	104.63					9 1		507.80 185,36			28.81 56.01	468, 49 79, 85	
Total mileage owned (single track)	402.67	229, 99						i i	642.66	:		8.3	847.84	
			CHARAC	TER	RACTERISTICS	S OF	ROAD.							-
			j		Alignment	-	, 1			Profile.				_
Working d	Working divisions or branches.	тећек.		,——	(sepp	,5e3		Авоси	фінд дладек.		Deace	Descending gr	grades.	
Pross-	N	7b-	Yellon.	Number of curren	Aggregate lengthe Annoed time. M	Length of straight (Ashe)	sorid by level time (Aller)	.vademiši	Sum of ascents.	Aggregiue length of ascending grades, (Miles.)	Уаварст.	Sum of descents.	Aggregale length of descending grades (Miles.)	
Portland Umattita Junction		nction.		1,281 76 43	152.16	250.23 19.89 20.23	250-i-	S 88	8 58	18.65	02 83	4,967	6.00 9.50 9.50 9.50 9.50 9.50 9.50 9.50 9	
Walla Walla.		oction	7164 604 604 604 604 604 604 604 604 604 6	\$82 2 \$	- 125 Glood - 1 28 22 22 22 23 22	\$ \$ \$ \$ \$ \$ \$ \$ \$	2.00.0 1.	25838	1, 1588 1, 634 1, 638 1	82227 ;	28-	7,00%	95.0	
Total.			- 68 - 68 	1,889	228.39	414.27	68.71	ΪÌ		381.37			197.58	

		- •	BRIDGES		Trestles,	es, tunnels,	TELS, ETC.		
•	Hom.		Number.	Apprepale length (Fres.)	Minden A	Maximum length. (Pet.)		Wassber.	Height of lowest above envious of rail. (Fee.)
Bridges Stobe Iron			۵.	6, 358 388	Er.	1,285		٠, ١	19.6
Treetles Tunnels			830	13,58	700 700 700 700 700 700 700 700 700 700	7, 880 880	Total Overhead railway enosings— Bridges Conduits Treatles	40 24	18
							Total	e1 to	17.6
GAUGE	GAUGE OF TRACK—Four feet eight and one half inches, 642.66 miles. TELECHRAF A.—OWNED BY COMPANY MA	Pour feet eigh	at and one had	e half inc	TELEC	KING	THIS REPORT.		
	i 	Operated by this company.	Mis compo	- Jan	i		Operated by another company.		
Alice of Cities	When the water.	Miles of time.	Miles of wire.	<u>'</u>	Miles of Hine.	Macs of whee.	2	pany.	
	1,200.29		1, 200, 29	88.7					
44	BOWNED BY	ANOTHER.	COMPANY,	NY, BUT	LOCATED	NO	PROPERTY OF ROAD MAKING THIS	REPORT.	
Wilco of Hone.	Miles of wire.		Name of our	y owner.			Name of operating company.		
442.86	1, 270.38	Western Unio	Union Telegraph Union Telegraph	aph Company	: !!		Western Union Telegraph Company, and Ores Northern Union Telegraph Company and Ores Northern Rallway Company jointly.	ron Short I	and Oregon Short Line & Utah

OATH.

STATE OF MASSACHUSETTS, County of Suffolk. } **.

I, the undersigned, Oliver W. Mink, Comptroller of the Oregon Railway & Navigation Company, on my oath do say that the foregoing return has been prepared, under my direction, from the original books, papers, and records of said company; that I have carefully examined the same, or caused the same to be examined, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of my knowledge, information, and belief; and I further say that no deductious were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made, excepting always such statoments as have been made in accordance with rules prescribed by the Board of Railroad Commissioners of the State of Oregon, the accuracy of which the Company neither admits nor denies.

OLIVER W. MINK, Comptroller.

Subscribed and sworn to before me this twelfth day of November, 1892. FRANK D. BUTRICK,

[SEAL.]

Notary Public.

All communications bearing on this report should be addressed to
OLIVER W. MINK,
Comptroller Oregon Railway & Navigation Company,
Boston, Massachusetts.

REPORT

OF THE

SUMPTER VALLEY RAILWAY COMPANY.

For the year ending June 30, 1892.

HISTORY.

- 1. Name of common carrier making this report? Sumpter Valley Railway Company.
 - 2. Date of organization? August 15, 1892.
- 3. Under laws of what government, state, or territory organized? [If more than one, name all; give reference to each statute and all amendments thereof.] State of Oregon.
- 4. If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same. None.
 - 5. Date and authority for each consolidation?
- 6. If a reörganized company, give name of original corporation, and refer to laws under which it was organized. None.
- 7. [For companies not making operating reports.] What carrier operates the road of this company? None.

ORGANIZATION.

Names of directors.	Postoffice address.	Date of expiration of term.		
David Eccles C. W. Nibley John Stoddard Frank Davenport William Eccles	Ogden, Utah	January 19, 1893.		

Total number of stockholders at date of last election? Twenty-seven. Date of last meeting of stockholders for election of directors? January 19, 1892, Give postoffice address of general office. Baker City, Or. Give postoffice address of operating office. Baker City, Or.

Sumpter Valley Railway Company, 1892.

OFFICERS.

Title.	Name.	Location of office.
Chairman of the board President	David Eccles	Baker City, Oregon.
President	David Eccles	
First vice-president	. C. W. Nibley	
Second vice-president		
Third vice-presidentSecretary	Incanh A Wast	Reker (Sty Orogon
Treasurer	Incomb A Woot	Baker City, Oregon.
General solicitor	Joseph A. West	Daker City, Olegon.
Attorney or general counsel	! Hyde & Johns	
Comptroller	liyac a sommo	
Assistant comptroller		
Assistant comptrollerAuditor	Thomas D. Dee	Baker City, Oregon.
Assistant auditor		Bandi dity, diegon.
Assistant auditorGeneral manager	David Eccles	Baker City, Oregon.
Assistant general manager		1
Chief engineer General superintendent Assistant general superintendent	 	
General superintendent	Joseph A. West	Baker City, Oregon.
Assistant general superintendent	., F. M. Shurtliff	Baker City, Oregon.
Division superintendent Division superintendent		
Division superintendent		
Division superintendent		
Superintendent of telegraph		
Superintendent of telegraph Traffic manager		
Assistant traffic manager		7.1.04
Assistant traffic manager General freight agent	Joseph A. West	Baker City, Oregon.
Assistant general freight agent		i
General passenger agent		1
Assistant general passenger agent General ticket agent		
Assistant ganaral tighet agent		
verietant kenetat ticket akent		l .
General baggage agentSuperintendent of express		
Land commissioner		
IMMA AAMMIOSIANASI		

PROPERTY OPERATED.

[FOR ROADS MAKING OPERATING REPORTS.]

In giving	roade	Observe	the	following	classification	and	order
TH KIAIIIK	TORUS.	Onserve	uie	TOTTOMITE	CIRSSIIICATION	MIIU	order:

1. Railroad line represented by capital stock:

(b) Branches and spurs.

2. Proprietary companies whose entire capital stock is owned by this company.

- 3. Line operated under lease for specified sum.4. Line operated under contract, or where the rental is contingent upon earnings or other considerations.
- | 5. Line operated under trackage rights.

Name of every railroad the operations of which are included in the income account—page 31.

Name of the second seco	Terminals.		ine for road ed.	Miles of line for each class roads named.
Name.	From—	From—		
Sumpter Valley Railway Company	Baker City	McEwen	25.00	

[[]Note.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]

CAPITAL STOCK.

		Sur	mpter	Valley	Railu	yay	- Com	 par	, n y , 1	892.
Dividends declared during year.	Rate. Amount.			Remarks.				_		
Total amount	standing.	\$ 150,000 00		• Total cash real- ized,		1		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		
Total par ralue	aumonzea.	\$ 250,000 00		Total number of shares issued.		1,500				
Par value of	8/147758.	s 100 00		Cash realized on am't issued during year.						
Number of shares	authorized.	2,500		Number of shares issued during year.		1,500				
Description.		Capital stock, \$250,000— Common	Total	Manner of payment for capital stock.	Issued for cash— Common Preferred	Issued for construction— Common	Issued for reorganization— Common	Issued for	Total	• Paid for construction.

FUNDED DEBT.

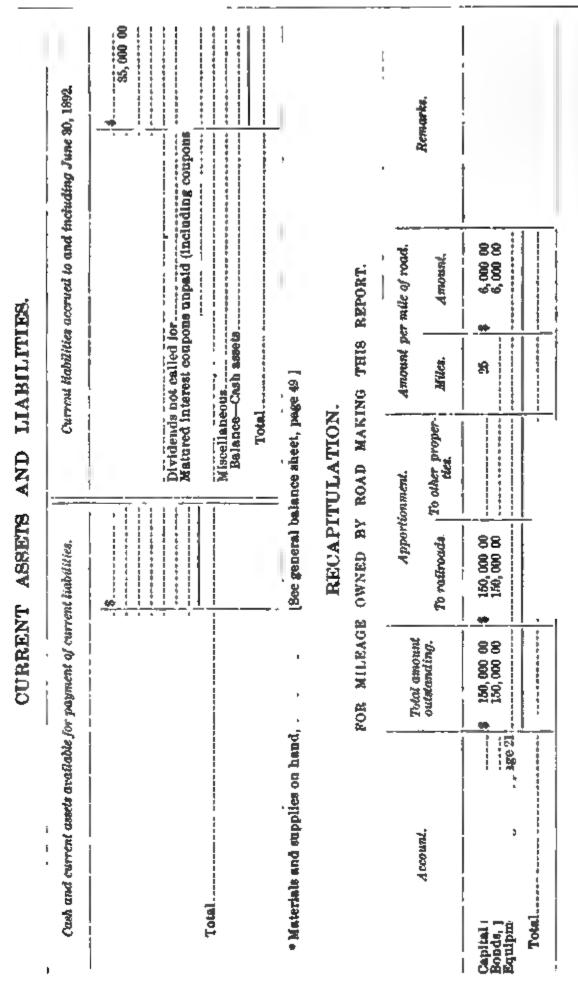
MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

				_	
		Am't paid during year	00 000 '6 \$	***************************************	
	Internat.	Amount accrued during year.	\$ 9,000 00		
:		When payable.	Jan I, July 1 each year.		
ļ,		Rate.	2.		를 됐
,	Onsh real	amoural tanued.	for ct'n.) — OED
1		Amound outstanding.	\$ 150,000 00		OF FUNI
į		Amount threed,	\$ 150,000 00 \$		LATION
1	Amount of	authorized foods.		***************************************	RECAPITULATION OF FUNDED DEBT.
<u>i</u>	Ттас.	When due.	20 years.		_
	Ë	Date of issue.	1891, March. 31		1
,		Ctass of bond or obligation	First mortgage gold 1891. bonds	Grand total	
		,			

					_
	Amount paid during year.	00 000'5	100000000000000000000000000000000000000		to a page, it directs attention to the page of the blank report which the commission
	Amount acrived during year.	8,000 000			he blank report wh
and the second s	Supplies and and Supplies	\$ 160,000 00	1		on to the page of th
	Amount topical.	9 150,000 00 \$ 160,000 00 \$ 9,000 600 \$			e, it directs attention
And the second	Courte of seaso.	Dage 21		1	[NoteWhere reference in the above table is made to a page

sent to the rallroad company .- FRANK J. MILLER, clerk].

Sumpter Valley Railway Company, 1892.



	8	humpter Valley Railway Company, 1892.
	Cost per mile.	3 3 4 3 3 3 4 3 3 3 4 3 3 3 3 3 3 4 3 3 3 3 3 3 3 3 3 3
IMPROVEMENTS.	Total cost to June 30, 1892.	\$ 299,860 00
	Total cost to June 30, 1891.	
PERMANENT	year, eracing expenses Charged to con- struction or equipment.	78,360 00 226,500 00 299,860 00
T AND PE	Expenditures during the year. Not included in operacing expenses of in Charged to in- ng come necount as struction permenting or equipment.	
	Expended in operating expenses.	
COST OF ROAD, EQUIPMEN	Hem.	Construction— Right of way Other real estate Other real estate Februes Grading and bridge and culvery masonry Bridges and treaties Bridges and treaties Bridges and treaties Crading and bridge and equipment Thes Other superstructure Ford built by contract Ford built by contract Ford built by contract Ford built by contract Ford built by contract Combination cars Baggage, express and postal cars Baggage, express and dining cars Baggage, express and postal cars Combination cars Frieght cars of all classes Frieght cars of all classes Frieght cars Other cars of all classes Frieght cars of all classes Frieght cars Other cars of all classes Frieght cars of all classes Frieght cars of all classes Frieght cars of other cost construction, equipment, etc. Total cost construction, equipment, etc.

*INCOME ACCOUNT.

[FOR ROADS MAKING OPERATING REPORTS.]

		!
Gross earnings from operation, page 35Less operating expenses, page 45		
Less operating expenses, page 40		***************************************
Income from exerction	1	j .
Income from operation		
Dividends on stocks owned, page 37		*****
Interest on bonds		
Interest on bonds		
		i
Income from other sources		
•		
Total income		~~~~~~~
Deficit		
Deductions from income—		
Interest on funded debt accrued, page 23Interest on interest-bearing current liabilities accrued, not other-		
Interest on interest-bearing current liabilities accrued, not other-		
wise provided forRents, page 47, A		
Rents, page 47, A		****
Taxes		
Permanent improvements, page 29		
Other deductions		
Total deductions from income		
Tomi deductions from medime		
Net income		
Deficit		
Dividends, -%, common stock		
Dividends, 4, preferred stock		
Other payments from net income		
		!
Total		
Surplus from operations of year ending June 30, 1892		
Deficit from operations of year ending June 30, 1892		
71 1 7 00 1001 /B 11 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		
Surplus on June 30, 1891 (from general balance sheet, 1891 report)		
Deficit on June 30, 1891 (from general balance sheet, 1891 report)		
	!	
Additions for woon		
Additions for year		
Demonstration of the second of		
Surplus on June 30 1809 (for entry on conoral halance sheet in 51)		
Surplus on June 30, 1892 (for entry on general balance sheet, p. 51)_Deficit on June 30, 1892 (for entry on general balance sheet, p. 49)		
Ponore on a and oo' room flor ower's on Remeigt nationed street, b. 42)		
	·	·

^{*}Our accounts during the past year have been so mixed with construction and other matters that we cannot give the items in detail which you require.

[[]Note.—Where reference is made in the above table to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—Frank J. MILLER clerk.]

*EARNINGS FROM OPERATION—STATE OF OREGON.

Item.	Total receipts.	Deductions, account of repayments, elc.	Actual earnings.
Passenger—			,
Passenger revenue			
Less repayments—	1		}
Tickets redeemed		~~~~~~~~~	
Excess fares refunded			
Other repayments			
Total deductions			
- 4.1			·
Total passenger revenue			
Mail			1
ExpressExtra baggage and storage			
Other items			
		ł	
Total passenger earningsFreight—			
Freight revenue			
Less repayments— Overcharge to shippers	1		
Other repayments		**********	
Coner repayments	,		
Total deductions			; !
	1		
Total freight revenue			
Stock yards			İ
Elevators			
Other items			
Total freight earnings			
	.	1	1
Total passenger and freight earnings Other earnings from operation— Car mileage, balance Switching charges, balance			
Car mileage, balance	,		<u></u>
Switching charges, balance			
Telegraph companiesRents from tracks, yards, and terminals			
Rents from tracks, yards, and terminals			
Rents not otherwise provided for			
Other sources			
Total other earnings			
			ļ
Total gross earnings from operation, Oregon Total gross earnings from operation, entire line			
1140			

^{*}Our accounts during the past year have been so mixed with construction and other matters that we cannot give in detail the information you require.

*OPERATING EXPENSES.

[Apportionment between passenger and freight traffic is estimated according to the rule prescribed by the interstate commerce commission.]

Item.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.

^{*}We have been extending our track into Baker City and building spurs into the timber, and all expenses of every nature have been charged up to expense account. We have no means of knowing what the expense of each department under your different headings would amount to.

EMPLOYÉS AND SALARIES.—STATE OF OREGON.

Class.	Number.	Total number of days worked	Total yearly compensation.	Average daily com- pensation.
*General officers	4			
General office clerks				
Station agents				
Other station men				
Enginemen			† \$ 900 00	
Firemen		 	† 720 00	~~~~~
Conductors	į 2		† 720 00	
Other trainmen	2		† 720 00	
Machinists	1		1,000 00	
Carpenters			900 00	
Other shopmen		1	,	
Section foremen			† 624 00	
Other trackmen	i		•	
Switchman flagman and watchman	l .	1		
Telegraph operators and dispatchers	1			l
Employés—account floating equipment				
All other employés and laborers	1	1		
Telegraph operators and dispatchers Employés—account floating equipment All other employés and laborers				
Total (including general officers) Less general officers	! !			
Less general officers		! '		
	l	1	l <u></u>	1
Total (excluding general officers)				
t Distribution of above	1			1
General administration	1			
Maintenance of way and structures				l
Maintenance of way and structures Maintenance of equipment Conducting transportation				
Conducting transportation		1		
oomanneed amenaboration residence residence				
Total (including general officers)				
Total (including general officers) Less general officers			75	
	1	·	l	
Total (excluding general officers)	1	1		1
Town (overwarm Remercial America)				
Total (including general officers) entire				
line				

^{*} Yearly compensation fixed.

[†] Each.

[!] Have no means of knowing.

DESCRIPTION OF EQUIPMENT.

Locomotives Passenger Freight Switching Leased Total locomotives Cars in passenger service— First-class passenger cars Second-class passenger cars Combination passenger cars Emigrant sleeping cars						Kind.
Passenger Freight Switching Leased Total locomotives Cars in passenger service—						
Passenger Freight Switching Leased Total locomotives Cars in passenger service—						
Switching Leased Total locomotives Cars in passenger service—						
Switching Leased Total locomotives Cars in passenger service—						
Total locomotivesCars in passenger service—		1				
Cars in passenger service—		1				
Cars in passenger service—		1				
First Alace negenger care		1 		1	1 1	
First-class passenger cars Second-class passenger cars Combination passenger cars		1 	l	P. Comments of the Comment of the Co	1	
Second-class passenger cars						
Combination passenger cars						
Commission Linear Day American						
Emigrant sleeping cars						
Dining carsParlor cars						
Parlor cars						
Sleeping carsBaggage, express, and postal cars					[
Baggage, express, and postal cars		1 -	j			
Other cars in passenger service			 			
Total		2				
		_		,		
Cars in freight service— Box cars		5	1]	
Flat cars		•				
Stock cars.		•				
Coal cars						
Tank cars						
Refrigerator cars						
Other cars						
Total		55				
Cars in company's service—	-	1	j		1 '	
Gravel cars					i l	
Derrick cars			' -			
Caboose cars				 		
Other road cars						
			!			
Total						
Cars contributed to fast freight line service—						
.		<u>'</u>		ļ	!	
Total cars owned Cars leased—			 			
						
Grand total cars		55				

MILEAGE OF ROAD OPERATED.

	Line repr	Line represented by			Line oper-	Line oper-		÷	Rada	1	
Line in	Main Rine	Brenches and sours	proprietary companies.	aled under	ated under contract, rtc.	ated under trackage rights.	Total mile- age operated	constructed during year.	Iron.	Steel.	
Miles of single track Miles of second track Miles of third track Miles of fourth track	52						u u	•	*8	9	Sumpter
Total mileage oper- ated (all tracks).											Valley
STATE OF OREGON, Baker 69.	iker }ea.			OATH	` _#		1				Railwa
We, the u severally say t that we have company in regretations were made before stating the accounts; and that the accounts and figures contained in the the period for which said return is made.	tions were i	made before figures conta	stating the	our direct our direct ie to be a set forth, gross earnings foregoing retur	D, c				,	-	y Compan
Subscribed and sworn to before me this twenty-third day of	to before m	e this twenty	r-third day o	M November, 1892 BUTCHER,	1892	:		DAVID JOS. A	D A	CLES, Prosident. RST, Tressurer.	y, 1892.

Subscribed and sworn to before me this twenty-third day of November, 1892.
W. F. BUTCHER,
REAL.

INSPECTION OF LINES

FOR 1892.



INSPECTION OF LINES FOR 1892.

The following reports on the condition of lines for 1892 will show what repairs were found necessary and what recommendations were made. Also, in justice to the several companies, it must be said that they have in almost every instance complied with the orders of the Board respecting repairs and renewals; and from reports of work done it is ascertained that for 1892 the Southern Pacific Company has used in renewals and repairs of bridges 6,392,300 feet (bridge measurement) of lumber; have driven 70,325 lineal feet of piling, and have used in filling bridges, 122,660 cubic yards of earth. The Union Pacific has used 2,300,000 feet (bridge measurement) of lumber; have driven 32,712 lineal feet of piling; have put 120,000 new ties in their track, and have filled 11,674 lineal feet of bridges with The Northern Pacific has renewed 3,275 lineal feet of bridge work, and has filled 15,676 lineal feet of trestle work with earth, which work, with additional repairs as recommended in the last semi-annual inspection for 1892, will leave their roads in good condition.

OFFICE OF THE RAILROAD COMMISSION, SALEM, OREGON, April 28, 1892.

Mr. Wm. M. Hoag, General Manager O. P. R. R. Co., Corvallis, Oregon —

DEAR SIR: I am directed to inform you that the Board of Railroad Commissioners of the State of Oregon have inspected bridge No. 150, being the east approach to the bridge across the Willamette river on the line of the Oregon Pacific Railroad, in the city of Albany, and are of the opinion that the same is in an unsafe condition. The sills and the foot of the posts in the framebents of this structure are so badly decayed as to render the same unsafe; the sills and posts have crushed so as to throw the track out of line, surface, and elevation.

The sills and the foot of the posts composing the pier under the east end of the east span to bridge No. 149, being the three Howe truss spans over the Willamette river, are so badly decayed as to necessitate immediate repairs.

You are hereby notified to repair both the pier and bridge No. 150, mentioned above, within ten days from the date of this notice, and put them in a good and secure condition, by putting in new bents or by cutting off the posts of the present bents and putting in new sills and foundations.

By order of Board. Yours truly,

FRANK J. MILLER, Clerk of the Board.

OFFICE OF THE RAILROAD COMMISSION, \ SALEM, OREGON, May 27, 1892.

Mr. R. Koehler, Manager S. P. R. R. Co., Portland, Oregon—

DEAR SIR: In accordance with the laws of Oregon, this Board, during the month of April, made its first semi-annual inspection of the lines of the Southern Pacific Company in this State for the year 1892, and beg to submit the following report:

Starting at Ashland on the morning of April 12th, the inspection of the

main line was completed to Portland on the evening of April 17, 1892.

The south approach to the bridge across Rogue river at Gold Hill should be repaired by putting in a number of new bents, or the same should be filled as contemplated.

No. 469 E—Should be renewed entire. No. 477 A—Requires two new bents.

No. 477 C—We note is being rebuilt.

No. 478 J—The old bents in the center should be renewed.

No. 482 C—Should be rebuilt or filled. No. 482 D—Should be rebuilt or filled.

No. 491 G—Requires one new sill in the center, lower deck. No. 493 D—Should be rebuilt or filled in the near future.

No. 494 A—Requires eight new bents, timber old and rotten.

No. 505 A—Should be renewed. No. 505 G—Should be renewed.

No. 506 A—Should be renewed.

No. 506 B—Should be rebuilt; posts rotten at the foot; sills bad; all timber old except a few new bents at each end.

No. 535 D—Is in bad condition and should be rebuilt at once.

No. 535 F—Should be rebuilt at once.

No. 544 A—Pile bents in this bridge are badly decayed and require renewal at no distant day.

No. 548 G—Requires 3 new bents; old top work should be renewed soon.

No. 553 B—The approaches to this bridge require new ties, stringers and guard rail.

No. 555 I—Will have to be rebuilt before long.

No. 573 A—A new bridge is required. No. 575 B—One new bent is required. No. 576 C—Requires a new bridge.

No. 573 C—Needs 3 new bents and new ties.

No. 583 D—A new bridge is required.

No. 586 B—Needs a new bridge; piles badly decayed.

No. 589 C—Needs new beuts.

No. 598 D—Requires 5 new bents in center. No. 599 A—This bridge should be rebuilt soon.

No. 601 A—Should be rebuilt or filled.

No. 601 H-Requires a new bridge.

No. 602 C—Needs 5 new bents.

No. 602 H—This structure should be renewed. No. 604 C—We note this bridge is being rebuilt.

No. 505 C—Requires a new culvert. No. 606 G—Should be renewed soon. No. 607 A—Requires a new culvert. No. 607 E—Requires a new bridge.

No. 611 G—Requires a new bridge. No. 612 B—This bridge should be rebuilt; the span is old and the timbers light.

No. 613 B—Needs a new span.

No. 615 B-Needs a new span.

No. 620 B—This bridge is old and very much decayed, it is about 260 feet long and 40 feet high and built on about an 8-degree curve; the posts and sills are rotten and the entire structure should be renewed at once.

No. 620 E-Is old and shows marked signs of decay; this bridge is very

similar to No. 620 B, and should be renewed.

No. 620 I—We note is being rebuilt.

No. 621 D—Is old and needs a thorough overhauling.

No. 621 G—Needs new ties and guard rail.

No. 622 A—Should be rebuilt soon.

No. 622 F—Piles in bents getting decayed and will require renewal soon.

No. 628 F—Requires a new span.

Nos. 632 E, 632 F, 633 B, and 633 D—Require new culverts.

No. 634 A—Needs a new bridge.

Nos. 634 C, 634 E, 634 F, and 636 A—Require new culverts.

No. 650 C—Requires one new bent.

No. 662 A—Requires new stringers, ties, and guard rail.

Nos. 662 C, 662 D, 663 A, and 663 F—There is new timber on the ground to renew these last four mentioned structures, but they are not so badly out of repair as to require renewal just at present, and we are of the opinion that the labor and material necessary for this work could be used to better advantage elsewhere.

No. 667 C—We note new timber on the ground for this bridge.

No. 670 C—Requires a new bridge; timber now delivered. No. 677 D—Requires a new culvert; timber now delivered.

Nos. 678 A and 678 B—Require new culverts.

Nos. 689 D and 690 A—Have piles driven for new bridges, and should be completed.

No. 724 A—Should be filled or renewed.

Nos. 746 D and 747 A—Mollala bridge, is much out of surface and should be fixed.

Nos. 757 C, 757 D, 757 E, and 757 F—Should be renewed.

All of the hewed timber in the structures between West Fork and Riddles is old and decayed, and should be removed at once and new timber substituted therefor. We feel warranted in renewing our request that all old guardrails of the 3x6 pattern should be replaced with new timber at least 5x8, and that the ties on all structures should be spaced not more than sixteen inches from center to center, and that the old style of bridge work be changed as rapidly as possible to the new standard with 16-foot openings.

We note many improvements in the bridges since our first inspection in 1891, many renewals and repairs have been made all along the line, and a large number of structures are in process of renewal, and much new bridge timber is destributed along the road for the purpose of improvements. We think your force of bridge men in Pass Creek canyon should be increased so as to insure the early repairs and renewals which urgently demand speedy attention.

A great deal of the track north of Dillard Station is very rough and out of surface, requiring more ballast under the ties and a more vigorous policy in the

renewal of ties.

We would recommend that your track men be furnished with more ties and ballast, and that they be required to put the same under the track as soon as possible, for in its present rough condition it is not only unpleasant riding in the cars, but the wear and tear on motive power and rolling stock must be excessive. We regret that the track is not in as smooth a condition as the traffic would seem to warrant.

The switch at the Gravel Pit south of Canby stands about 100 feet from the river bank. This switch is of the common stub-switch pattern and easily

tampered with. The sidetrack terminating so near the high river bank, we recommend that a standard splitswitch be put in here. We also, for the same reason, recommend the same kind of a switch at the spur south of New Era, and at all other dangerous points of like character.

We would advise that all new switches be of the splitswitch kind, and that switchlights be used on all switchstands on the main line at stations

where agents are kept.

We also renew our former recommendations regarding the necessity for whistling posts at stations, wagon-road and railroad crossings, and the need for additional railbraces on sharp curves.

WEST SIDE DIVISION.

This division, between Corvallis and Portland, was inspected on April 19 and 20, 1892.

Bridges No. 154 and 156—Require one new cap each.

No. 146—One new sill.

Nos. 124, 133, 132, 131, 130, 129, 124 and 115—Should be rebuilt.

No. 113—Requires new guardrail and more ties.

Nos. 106 and 104—Require new stringers, ties and guardrail.

No. 98—Requires new guardrail and more ties.

Nos. 97, 95, 89 and 85—Require new ties, stringers, and guardrails.

No. 83-Should be renewed.

No. 82—New posts in several bents required.

No. 81—Requires a new span.

Nos. 79 and 76—Require new stringers, ties and guardrail.

No. 75—Should be rebuilt.

No. 74—Needs new ties and guardrail.

No. 73—Requires a new culvert.

No. 70—Requires more ties and a new guardrail. No. 69—Requires new stringers, ties and guardrail.

No. 68—Requires a new span.

Nos. 66, 61 and 60—Should be renewed or filled.

No. 55 needs to be rebuilt—We note new piles are driven.

No. 50—We note is being rebuilt. No. 40—Requires a new bridge.

No. 39-Requires new stringers, ties and guard rail.

Nos. 37, 35 and 34—Should be rebuilt.

Nos. 30, 20, 27, 22 and 21—Require new stringers, ties and guardrail.

No. 20—Should be rebuilt.

Nos. 16 and 11 require new stringers, ties and guard-rail.

No. 9 requires new ties. No. 8 should be renewed.

Nos. 7 and 3 require new stringers, ties and guardrail.

We would recommend that a more vigorous policy be enforced on this division in the renewal of bridges, and that many of the openings now spanned by trestle work be filled. A good portion of the bridge work that was built on this line 12 and 13 years ago is still in use. We note many bad ties in the track, particularly between McMinnville and Portland. We would advise that these bad ties be replaced with good sound ones at an early day and that more ballast be put in the track.

LEBANON BRANCH.

The line between Albany and Lebanon was inspected on April 19, 1892, and found to be in a fair condition, except the track is somewhat out of surface and many rotten ties were noticed. These rotten ties should be replaced by good ones soon.

WOODBURN-SPRINGFIELD BRANCH.

This line was inspected April 19, 1892, and found to be in the following condition:—

Bridge No. 160, across Pudding river, needs new stringers in both the east and west approaches, except one new stringer under each rail now in place; also one new bent at the east end of the span. The rails are only spiked at every third and fourth tie. They should be spiked at each tie. The approaches to this bridge were constructed for narrow-gauge service. The bents contain only three piles in each, and these are mostly small.

No. 156 requires a new bent in the center.

Nos. 154 and 134 should be renewed.

No. 121 requires new bents and stringers.

No. 115, Crabtree Creek bridge, should be rebuilt; the span is old and not built for standard gauge service. Three post bents are also objectionable on account of the heavier traffic.

No. 98 requires one new bent.

We note that this line is being laid with heavy steel and that the work of relaying has proceeded as far as Silverton. We regard the track between Silverton and Coburg unsafe for fast service. For a considerable distance south of Silverton we note that nearly every joint on one rail or the other has one or both fishplates broken. Your regular mixed train carrying passengers and freight passed us running at a speed of at least 25 miles per hour over this track where broken joints would average three out of five. Such reckless running is unwarranted and highly dangerous to employés and the traveling public. The time of trains on this portion of the line not laid with new steel should be rigorously held down to 12 miles per hour, as recommended in our last report. The work of relaying this new rail should be pushed with more vigor as the track for a long distance south of Silverton is totally unsafe for trains at a greater speed than that named above.

OREGONIAN RAILWAY, NARROW GAUGE DIVISION.

This line between Dundee and Airlie, including the Sheridan Branch, was inspected on April 21, 1892. We note that the bridge across the Yamhill river at Lafayette is in process of renewal.

Bridge No. 33 should be rebuilt or filled at once. No. 32 has been filled since our last inspection.

The Luckimutte bridge requires a new span; the old one is on false work and in bad shape. Piles have been driven for new piers for this structure.

This line is badly in need of ballast, and more attention should be given to lining, surfacing, elevating, and gauging the track.

By order of the Board.

Respectfully submitted.

F. J. MILLER, Clerk of the Board.

OFFICE OF THE RAILROAD COMMISSION, SALEM, OREGON, May 27, 1892.

Mr. A. N. Towne, General Manager S. P. Co., San Francisco, Cal.—

DEAR SIR: In compliance with the laws of the State of Oregon, this Board, on April 11, 1892, made an inspection of the line of the Southern Pacific Company between Ashland and the State line, and beg to submit the following report:

The structures are in good repair with the exception of some of the sills which are getting soft and will need to be replaced in the near future. Many

new timbers are also required in tunnels 13, 14, 15, and 16. These tunnels are, however, in good shape.

We would advise the discontinuance of pine timber in bridge and tunnel

work and the substitution of fir and redwood.

The track is in good line, surface, gauge, and elevation, and with the above repairs the road will be in excellent condition.

By order of the Board.

Respectfully submitted.

FRANK J. MILLER, Clerk of the Board.

OFFICE OF THE RAILROAD COMMISSION, SALEM, OREGON, May 27, 1892.

Mr. R. Koehler, Receiver P. & W. V. Ry. Co., Portland, Oregon —

DEAR SIR: This Board, on April 21, 1892, made its first semi-annual inspection of the Portland & Willamette Valley Railway, for the year 1892, and beg to report having found the same in good condition and repair, except that the track is slightly out of surface owing to rotten ties. The hewed ties are getting old and rotten and should be replaced with new and sound timber.

By order of the Board.

Respectfully submitted.

FRANK J. MILLER, Clerk of the Board.

OFFICE OF THE RAILROAD COMMISSION, SALEM, OREGON, May 27, 1892.

Mr. Wm. M. Hoag, General Manager O. P. R. Co., Corvallis, Oregon—

DEAR SIR: In accordance with law, this Board, on April 25, 26 and 27, 1892, made its first semi-annual inspection of the line of the Oregon Pacific Railroad for the year 1892, and beg to submit the following report:—

The roadbed, track, and structures east of Albany are in first-class con-

dition.

Bridges No. 149 and 150, the Willamette river bridge at Albany, have been made the subject of a special report of date April 28, 1892.

Bridge No. 148—Has one broken stringer which should be removed; track is out of line, surface and elevation.

No. 132—Is out of line, surface and elevation.

No. 120—Requires three new sills and two new stringers.

No. 110—Requires three new stringers.

No. 100—Requires three new sills.

No. 98—The south approach should be rebuilt.

No. 95—Needs two new bents.

No. 94—Needs 15 new sills.

No. 92—Requires one new sill.

Nos. 68 and 69—Should be rebuilt.

No. 67—Requires new bents.

No. 62—Requires three new sills.

No. 61—Requires seven new bents in the lower deck.

No. 60—Requires twelve halfsills.

No. 59—Requires four sills.

No. 58—Requires one new sill.

No. 57—Requires four new sills and one new bent.

No. 54—Requires four new sills.

No. 46—Requires one new sill.

No. 42—Requires four new sills and one new bent.

No. 32—Requires one new sill.

No. 27—Requires one new sill.

No. 24—Requires two new caps and one new sill.

No. 22—Requires five new bents. No. 21—Requires two new bents.

A number of minor repairs, such as new ties and stringers here and there, and the removal of a bad pile or post in a bent, are required which are not enumerated here.

The track between Corvallis and Yaquina is rough in places and requires many new ties and more ballast in the track to keep it in good repair. We noticed several places where the ties were broken off under the rail and would recommend that your roadmaster be instructed to replace all bad ties with good ones at no distant day.

With the above repairs, we believe your line will be in a first-class con-

dition for the traffic now passing over it.

By order of the Board.

Respectfully submitted.

FRANK J. MILLER, Clerk of the Board.

OFFICE OF THE RAILROAD COMMISSION, SALEM, OREGON, May 27, 1892.

Mr. W. D. Tyler, Receiver O. & W. T. R. R., Walla Walla, Wash —

DEAR SIR: In accordance with law, the Board of Railroad Commissioners of the State of Oregon, on May 16, 1892, made an inspection of the Oregon & Washington Territory Railroad, from Pendleton north to the State Line, including the Athena Branch, and beg to report that we found the same in first-class condition in every particular.

By order of the Board.

Respectfully submitted.

FRANK J. MILLER, Clerk of the Board.

OFFICE OF THE RAILROAD COMMISSION, SALEM, OREGON, May 27, 1892.

Mr. F. A. Patterson, Manager Ind. & Mon. Ry., Independence, Or. —

DEAR SIR: In accordance with law, this Board on April 19, 1892, made an inspection of the Independence & Monmouth Railway, and beg to report having found the same in safe condition for traffic.

The track lacks ballast and is rough and out of surface in places.

By order of the Board.

Respectfully submitted.

FRANK J. MILLER, Clerk of the Board.

OFFICE OF THE RAILROAD COMMISSION, SALEM, OREGON, May 26, 1892.

Mr. W. B. Honeyman, Pres. R. R. V. Ry., Portland, Oregon —

DEAR SIR: In accordance with law, this Board, on April 12, 1892, made an inspection of the Rogue River Valley Railway, running between Medford and Jacksonville, Oregon, and beg to report that they found the same in fair condition.

By order of the Board.

Respectfully submitted.

F. J. MILLER, Clerk of the Board.

OFFICE OF THE RAILROAD COMMISSION, SALEM, OREGON, June 1, 1892.

Mr. E. McNeil, Gen'l Supt. U. P. R. R. Co., Portland, Oregon —

DEAR SIR: During the month of May the Board of Railroad Commissioners of the State of Oregon, in accordance with law, made its first semi-annual inspection of the rail lines of the Union Pacific system in this State for the year 1892, and beg to submit the following report on the condition of the same:

MAIN LINE.

Bridge No. 9—Requires two new bents.

No. 17—Should have new ties, stringers, and guardrail.

Nos. 22, 26, and 27—Require new stringers, ties and guardrail.

No. 31—Needs two new bents and several new stringers.

No. 36—Requires three new bents and three new sills.

No. 37—Requires one new sill.

No. 38—Requires two new bents.

No. 39—Requires two new sills.

No. 41—Should have new stringers, ties, and guardrail.

No. 42—Requires new stringers.

No. 43—Requires new stringers, ties and guardrail.

No. 58—Requires one new bent.

No. 60—Requires one new sill.

No. 62—Requires two new sills.

No. 113—Needs eight new sills and new ties and guardrail on the east end.

No. 115-Needs one new sill.

No. 125—Requires three new sills.

No. 126—Ought to have new stringers, ties, and guardrail.

No. 127—Is out of surface, ties old and too far apart.

No. 129—Requires one new sill at the west end.

No. 130—Requires four new sills.

No. 134—Has one broken stringer and one bad sill.

No. 141—Requires one new sill.

No. 142—Requires two new sills.

No. 150—Requires three new sills.

No. 156—Requires six new sills; the pile bents should be replaced by frame bents, as the piles are getting decayed.

No. 157—Requires new ties and guardrail.

No. 161—Needs new ties.

No. 162—Needs two new sills; foundation piles getting rotten, and require some attention.

No. 173—Should be rebuilt.

UMATILLA TO HUNTINGTON.

No. 11-Needs new bents; piles rotten.

No. 14—Requires one new bent at the east end.

No. 17—Requires one new sill. No. 19—Needs overhauling.

No. 20—Requires one new bent; piles getting rotten.

No. 24—Requires new bents.

No. 30—Requires three new bents, east end; has one broken stringer in east approach.

Nos. 38 and 39—Require new ties.

No. 47—Needs to be rebuilt.

No. 49—Requires new ties and guardrail.

No. 53—Should be rebuilt. No. 56—Ought to have a general overhauling. No. 57—Should be rebuilt. No. 61—Requires new ties. No. 75—Should be rebuilt. No. 76—Requires new ties. No. 78—Should be renewed. Nos. 79 and 80—Require new ties. No. 82—Should be rebuilt. No. 89-Needs one new bent and three new stringers; the east end of this bridge should be filled. No. 95—Requires new pile bents; part of this bridge should be filled. No. 96—Requires new pile bents, ties, and guardrail; part of this bridge should be filled. No. 97—This opening should be filled; no bridge required. No. 98—Should be filled; no bridge required. No. 99—Requires new pile bents; part of this bridge should be filled. No. 100—Should be renewed or filled. No. 101—Requires new pile bents; part of this bridge should be filled. No. 102—Requires new pile bents; part of this structure should be filled. No. 103—Should be rebuilt or filled. No. 105—Requires new pile bents. No. 106—The west approach to this bridge should have new pile bents. No. 121—Requires one new stringer. No. 135—Requires one new sill and foundation. No. 155—Requires one new sill. No. 159—Requires one new floor beam on the span. Nos. 163 and 169—Require one new sill each Nos. 188 and 189—Require 2 new sills each. No. 197—Requires one new sill. No. 198—Requires one new stringer and one new bent. No. 214—Requires new pile bents. No. 220—Requires two new caps. No. 226—Requires one new cap. No. 231—Requires new pile bents.

No. 234—Requires new pile bents.

No. 242—Requires one new bent. No. 246—Requires two new sills.

Nos. 271 and 318—Require one new sill each.

No. 321—Requires one new bent. No. 322—Requires one new sill.

No. 324—Requires two new bents.

No. 325—Requires one new bent. No. 331—Requires two new bents.

No. 336—Requires one new bent. No. 345—Requires one new bent.

No. 347—Requires one new stringer.

No. 355—Requires a new sill at the east end.

No. 358—Requires one new stringer.

We feel warranted in renewing our former recommendation, that all of the old pattern of guard rail be replaced with new timber not less than 5x8, and that the ties on all structures be placed not farther than 16 inches from center to center; and that the old style of bridge work be changed as rapidly as possible to the new standard with 16-foot openings.

We notice many improvements in the bridges since our first inspection in 1891, many removals and repairs having been made and a number of openings

filled. Where it is possible to do so, we would advise that the openings now

spanned by trestle work be filled.

There is considerable bad shimming and blocking up in the repairing of bridges, and especially under the stringers. Where this kind of work is necessary none but full-sized blocks should be used; blocking and shimming should be done away with as far as possible.

Bulkheads should be built at the ends of all bridges so as to prevent the dirt from working out from in under the ties and causing the dumps to get out

of surface.

We also feel warranted in repeating our former demands for a more vigorous policy in the renewal of ties. The fast passenger service, and the large amount of freight business done on this line, and the heavy motive power used, demand that the track be kept in first-class surface, line, guage, and elevation. Unless plenty of good ballast and sound ties are used this cannot be done. We noticed many places where the rails were becoming so surface bent that unless speedily attended to they will be seriously damaged. Between Portland and Bonneville the track is very rough and many rotten and utterly worthless ties are in the track. On the east side of the Blue mountains, between Kamela and Hilgard, we found many rotten ties. There is also much bad track between Union and Talocaset; and on the first section west of Huntington quite a number of broken joints were found caused by rotten ties and bad surface. We could find no reasonable excuse for the excessive bad condition of track in some places, and the large number of rotten ties. Many of the ties are so rotten that they are broken off under the rail, affording no support whatever. Unless speedy attention is given to this bad track, serious results are liable to occur. We realize the disadvantages under which your section-men are laboring, caused by snow, rain and general bad weather, but we are of the opinion that had the roadbed been properly drained, and the cuts cleaned out, and new ties substituted for rotten ones before the bad weather set in, road would not be in its present condition. More attention should be given to draining, ditching, and keeping the cuts clear.

We also deem it of prime importance that all fish-plates be eliminated from the track and double angle-bars be used instead. We would recommend that your trackmen be furnished with more ties and ballast, and that they be required to put the same under the track as soon as possible, for in its present condition it is not only unpleasant riding in the cars, but the wear and tear on

motive power and rolling stock must be excessive.

The Heppner Branch, the Pendleton & Walla Walla Division, the Elgin Branch, and the line between Wallula and Umatilla were all found in first-class condition. The ties and bridges were sound and in good repair, the line and surface of the track was good, and the entire roadbed in fine shape.

By order of the Board.

Respectfully submitted.

F. J. MILLER, Clerk of the Board.

OFFICE OF THE RAILROAD COMMISSION, SALEM, Oregon, June 1, 1892.

Mr. W. H. Bancroft, Genl. Supt. U. P. Co., Omaha, Nebraska-

DEAR SIR: In accordance with the laws of Oregon, the Board of Railroad Commissioners of this State, on May 11, 1892, made their first semi-annual inspection for the year 1892 of that portion of the Idaho Division of the Union Pacific Railway within the borders of this State, and beg to submit the following report of the condition of the same:—

Bridge No. 328—Some of the broken angle-blocks have been removed from this bridge, but not all of them; there still remains a number which should be taken out.

No. 332 has one broken cap which should be removed.

No. 333 has piles driven for new bents; these should be capped and the

stringers put on them.

No. 334—Piles are driven for new bents to the approaches of this bridge; they should be capped and the stringers put on them at once as the piles in the old bents are getting very rotten. Some of the broken angle-blocks have been removed from this bridge, but there yet remains a number which should be taken out.

No. 380 is in process of renewal.

The track is in good line and surface and in first-class condition generally. By order of the Board.

Respectfully submitted,

FRANK J. MILLER,
Clerk of the Board.

OFFICE OF THE RAILROAD COMMISSION,) SALEM, OREGON, November 16, 1892.

Mr. R. Koehler, Manager S. P. Co., Portland, Oregon—

DEAR SIR: In accordance with the provisions of section 7 of an act passed at the sixteenth regular session of the legislative assembly of the State of Oregon, this Board, during the month of October, made its second semi-annual inspection for the year 1892, of the Southern Pacific Company's lines in Oregon, and beg to submit the following report on the condition of the same:—

Bridge No. 491 G—Should be rebuilt.

No. 493 A—Should be rebuilt. No. 494 A—Should be rebuilt.

No 494 B—Should be thoroughly overhauled and repaired.

A new bridge is in process of construction across Brimstone creek, a new bridge has been erected over Grave creek, and a new span has been built at the old number of 1148.

Nos. 504 C and 504 D —A number of new ties and guardrails are required.

Nos. 505 D, 505 E, 505 A, and 506 A have been renewed.

No. 506 B—A new span required.

No. 506 D—New stringers and ties required. No. 531 B—New ties and guardrail needed.

No. 541 A, and 544 A—Piles are driven for new bents, and we recommend the completion of this work at an early day.

Many new ties have been placed in position between Riddles and Myrtle

No. 555 B—Should be rebuilt. No. 573 A—Should be rebuilt.

No. 575 B—A general overhauling and some renewals are needed.

There are many bad ties in the track between bridges 575 and 576, and the track is badly out of line and surface.

No. 575 D—A new bridge is required.

No. 576 C—A new bridge is required. No. 578 C—Should be renewed.

No. 579 C—A new deck required.

No. 579 H—More ties and heavier guardrail required.

No. 583 D—A new bridge required.

No. 583 E-New ties and guardrail required.

No. 589 C—New bents required.

No. 598 A-Should be overhauled.

No. 601 A-Should be rebuilt.

No. 602 C—A number of new bents required.

No. 606 G—Should be renewed. No. 607 A—New culvert required, No. 607 E—A new bridge is required.

No. 612 B—Should be renewed.

No. 621 G-New ties and guardrail needed.

No. 622 A—Should be rebuilt.

No. 626 F-More ties and new guardrail needed.

No. 634 A—New bridge required.

No. 650 C-Should have one new bent and a new top.

No. 683 D—Should have a new top.

We noted many bad ties and much rough track through the Pass creek canyon and think more attention should be given to the renewal of ties and bridge work on this division. We also renew our recommendation that all old guardrails of the 3x6 pattern be replaced with new timber not less than 5x8.

We note that the company has complied with the recommendations of the Board, in its last report, by placing splitswitches at the gravel pit near Canby, and at New Era; also that whistling-posts have been put up at stations, wagon-road, and railroad crossings. Bridges No. 505 D, 505 E, 506 A, 598 D, 600 A, 603 B, 604 A, 604 C, 604 E, 611 G, 613 B, 618 F, 620 J, 621 A, 622 F, 624 C, 625 A, 625 B, 638 A, 639 B, 639 A, 640 E, 646 B, 646 C, 646 D, 649 A, 650 A, 650 B, 650 E, 662 A, 662 B, 662 C, 662 D, 663 E, 663 F, and 664 A have been renewed or filled.

WOODBURN-SPRINGFIELD BRANCH.

The track on this road has been converted into a standard guage, laid

with 62-pound steel, and it is in excellent condition.

The following bridges require repairs: No. 775 E the approaches have been made new since the last inspection, but the old span still remains; it is too light for the traffic, and should be replaced with a new and stronger bridge.

No. 775 F—Needs a new top.

No. 778 C—The ties are too far apart and the guardrail is entirely too light.

No. 778 G—Is badly out of line and surface.

WESTSIDE DIVISION.

Many repairs and renewals have been made on this line since our last inspection, and timber has been distributed for further repairs.

Bridge No. 56 B—One new sill is required.

We renew the former recommendations of the Board with respect to repairs of Nos. 52 G, 45 A, 44 F, 44 E, 44 C, 44 B, 39 B, 37 A, 36 H, 35 H, 32 A, 31 F, 31 D, 31 C, 30 D, 29 F, and 29 B.

Nos. 29 A and 28 F have new bents, but the old superstructure is still in

use; this should be removed and new top work put on.

Nos. 28 C, 28 A, 27 C, 27 A, 26 E, 26 B, 26 A, 25 B, and 24 F — More ties and new guardrail needed.

No. 15 A—A new top is needed.

No. 14 T—A new bridge is required.

Nos. 13 B, 12 C, 10 C, 9 B, 8 C, 7 D, and 7 C require new decks; immediate attention should be given to this work.

Nos. 5 H and 5 G need new decks.

New 62-pound steel rail is being placed in the track between Cornelius and Hillsboro, and we would recommend that similar steel be substituted for for the old iron now in use between Hillsboro and Portland.

LEBANON BRANCH.

The track on this line is in fair condition, but we would advise that the light, narrow-guage iron in use between Lebanon Junction and Lebanon be replaced with iron or steel to correspond in weight with that recently laid between Lebanon Junction and Albany Junction.

PORTLAND & WILLAMETTE VALLEY.

This line from Portland to Dundee was found in first-class condition.

OREGONIAN RAILWAY.

This line between Dundee and Airlie, including the Sheridan Branch, was found to be in fair condition. Bridges No. 17 C, 18 G, 19 C, 19 E, and 19 F, are in need of slight repairs.

A great change has been made in the bridges and track, quite a number of bridges have been filled, and large numbers of ties have been put in the track.

By order of the Board.

Respectfully submitted.

FRANK J. MILLER, Clerk of the Board.

OFFICE OF THE RAILROAD COMMISSION, \ SALEM, OREGON, November 16, 1892.

Mr. A. N. Towne, General Manager S. P. Co., San Francisco, Cal.—

DEAR SIR: In accordance with the provisions of section 7 of an act passed at the 16th regular session of the legislative assembly of the State of Oregon, on the tenth day of October, 1892, this Board made its second semiannual inspection, for this year, of the Shasta Division of the Southern Pacific Company's lines within the State of Oregon. Commencing at Coles Station, the inspection was completed to Ashland on the evening of the day above mentioned; and they beg to report as follows:—

We note that substantial repairs have been made to bridges No. 412 F and No. 419 J, as recommended in our former report; we also note with pleasure the repairs that are being made to tunnels Nos. 13, 14, and 15.

Bridge No. 411 D requires four new sills and some new posts.

Otherwise we found the road in very good repair.

Respectfully submitted.

FRANK J. MILLER, Clerk of the Board.

OFFICE OF THE RAILROAD COMMISSION, SALEM, OREGON, November 16, 1892.

Mr. R. W. Baxter, Genl. Supt. U. P. Ry., Portland, Oregon —

DEAR SIR: By virtue of an act passed at the last regular session of the legislative assembly of the State of Oregon, the Board of Railroad Commissioners are required to make a semi-annual inspection of all the railroads in the State and report to the managers thereof the condition of the same. In accordance with the provisions of this act, this Board has made an inspection of the Union Pacific main line and its branches between Huntington and Portland, and beg to submit the following report:—

PORTLAND TO UMATILLA.

Bridge No. 36 —Three new bents and three new sills required.

No. 37—One new sill required.

No. 38—Two new bents required.

No. 39—Two new sills required.

No. 150 —Three new sills required.

UMATILLA TO HUNTINGTON.

Bridge No. 11—New bents needed.

No. 79—One new bent needed.

No. 134 — New ties needed.

No. 135—Should be filled.

No. 138—Should be filled.

No. 165 — New ties needed.

No. 166 — New ties needed.

PENDLETON TO WALLA WALLA.

Bridge No. 28—Some slight repairs are required at the east end.

No. 33—Out of surface at both ends.

Otherwise this branch is in good condition,

ELGIN BRANCH.

The track between Elgin and La Grande is in bad line, surface, and elevation, and should be put in good condition at once for winter service.

The Heppner Branch and the line between Umatilla and Wallula was

found to be in first-class condition.

The bridges generally are in first-class shape, and we note that the company has carried out, in a great measure, the recommendations of the Board, made in its last semi-annual report, in the matter of repairing, filling, and

building new bridges.

We found the track in good line, surface, gauge, and elevation, and in a very much better state of repair than upon our last inspection. We are pleased to see so many new ties in the track, and also the large amount of ballast that has been put under the track during the past season. The manner and the amount of work done during the summer just passed will add materially to the safety, convenience, and comfort of the company's employes and the traveling public. The new station at Hilgard and the repairing, painting, and additions to other stations along the line, add much to the appearance of the road, besides affording improved facilities for the transaction of business.

By order of the Board.

Respectfully submitted.

FRANK J. MILLER, Clerk of the Board.

OFFICE OF THE RAILROAD COMMISSION, SALEM, OREGON, November 16, 1892.

Mr. W. H. Bancroft, General Superintendent U. P. R. Ry. Co., Omaha, Nebraska—

DEAR SIR: In accordance with the laws of Oregon, the Board of Railroad Commissioners of this State, on November 4, 1892, made their semi-annual inspection for this year of that portion of the Idaho Division of the Union Pacific Railway within this State, and beg to submit the following report on the condition of the same:—

In bridge No. 334 the bottom chord joints are drawn considerably apart, and the structure seems too light for the traffic. We are of the opinion that this bridge should be rebuilt at no distant day.

No. 331—New pile bents are required.

The Board is of the opinion that all of the Howe truss spans are too light for the service required, and that they should be replaced with new and heavier ones. The bridges between Huntington and the first crossing of Snake river are in good shape. The track has had many new ties placed under it, and it is in good line and surface and in fair condition generally.

By order of the Board.

Respectfully submitted.

FRANK J. MILLER, Clerk of the Board.

OFFICE OF THE RAILROAD COMMISSIONERS, SALEM, Oregon, November 16, 1892.

Mr. Wm. M. Hoag, Genl. Manager O. P. R., Corvallis, Oregon -

DEAR SIR: Under the provisions of section 7 of the act of 1891 of the legislative assembly of the State of Oregon, it is the duty of this Board to make semi-annual inspections of the structures and roadbed on the several lines of railway in the State, and report to each company what repairs if any are necessary. This Board, in compliance with said section, during the mouth of October, made its second annual inspection for the year 1892, of the line of the Oregon Pacific Railroad, and beg to submit the following report on the condition of the same:—

Bridge No. 23—Three new bents required.

No. 24 — Four new sills at the west end and one new bent at the east end

required.

Nos. 67, 68, and 69—Spans are required in these bridges to replace the old work now in use. Your attention has been called to this matter in former reports, and it should receive immediate attention as the work now in use in these bridges is of a temporary character and unfit for longer use.

No. 102— Two new bents required at the east end.

No. 122 — New bents required.

No. 148—This is the west approach to the Albany bridge. There are many rotten piles in it which should receive prompt attention.

No. 156—Two new bents required; piles rotten. No. 158—Two new bents required; piles rotten. No. 162—Two new bents required; piles rotten.

No. 177—One new bent required. No. 178—Two new bents required. No. 182—One new bent required. No. 187—One new bent required.

No. 192—One new bent required.

The track is in good condition, but will need many new ties and some ballast to put it in good shape for winter service.

By order of the Board.

Respectfully submitted.

F. J. MILLER, Clerk of the Board.

OFFICE OF THE RAILROAD COMMISSION, SALEM, OREGON, November 16, 1892.

Mr. C. H. Prescott, Second Vice-President, N. P. R. R. Co., Portland, Oregon —

DEAR SIR: Under the provisions of section 7 of the act of 1891, it is the

duty of this Board to make semi-annual inspections of the structures and roadbed on the several lines of railway in the State and report to each company what repairs if any are necessary. The Board, in compliance with said section, has made its second semi-annual inspection for the year 1892 of the line of the Northern Pacific Railroad in Oregon, and beg to submit the following report of the condition of the same:

Bridge No. 167—Ought to have new pile bents.

No. 168—Three or four new bents and three or four new sills required.

No. 170—Ten or twelve new bents and several new caps required.

No. 171—Twelve new pile bents, a number of new caps, and some new sway braces required.

No. 174—Ought to have new bents throughout.

No. 190—Should be renewed.

Much new work has been done on the bridges and a number of them have been filled.

The track was found in good condition with the exception of that portion

between Portland and Linton, which requires more ballast.

We trust that the recommendations contained herein will receive your prompt attention.

By order of the Board.

Respectfully submitted.

F. J. MILLER, Clerk of the Board.

OFFICE OF THE RAILROAD COMMISSION, SALEM, OREGON, November 16, 1892.

Mr. Jos. A. West, Secretary and Superintendent S. V. R. Co., Baker City, Oregon—

DEAR SIR: By virtue of an act passed at the sixteenth regular session of the legislative assembly of the State of Oregon, it is made the duty of the Board of Railroad Commissioners of this State to make a semi-annual inspection of all the railroads in Oregon, and report the condition of each road to its managing officer. In accordance with the provisions of said act, this Board, on November 5, 1892, made its first semi-annual inspection of the Sumpter Valley Railway, and beg to submit the following report on the condition of the same:—

The spacing of the ties on the structures is too great. We would advise that the distance be reduced to not more than eight inches between ties in the

A timber guardrail not less than 6x8 should be notched over the ties near the ends and securely spiked thereto.

The track is in bad line, surface, and elevation. This matter should be attended to speedily and the road put in good shape.

By order of the Board.

Respectfully submitted,

F. J. MILLER, Clerk of the Board.

OFFICE OF THE RAILROAD COMMISSION, SALEM, OREGON, November 16, 1892.

Mr. W. D. Tyler, Receiver O. & W. T. R. R. Co., Walla Walla, Wash. -

DEAR SIR: In accordance with the provisions of section 7 of an act passed at the 16th regular session of the legislature assembly of the State of Oregon, this Board, on November 9, 1892, made its second semi-annual inspec-

tion for this year of that portion of the Oregon & Washington Territory Railroad in this State, and beg to report that we found the same in fair condition. The track is in good line, surface, and elevation, and all of the structures in good repair.

By order of the Board.

Respectfully submitted.

FRANK J. MILLER, Clerk of the Board.

RECOMMENDATIONS AND FINDINGS.

DEPOT AT TANGENT.

On September 20, 1892, the citizens of Tangent petitioned the Board for better depot facilities at that station. The following correspondence was had on the subject:—

TANGENT, Oregon, September 20, 1892.

Hon. Board of Railroad Commissioners —

Gentlemen:—We the undersigned residents of Tangent would respectfully call your attention to the fact that there is no depot building at this station. Tangent is a thriving village of about 300 inhabitants, seven miles south of Albany. It is surrounded by a rich agricultural country, which is thickly settled, and in a high state of cultivation. Owing to having no depot, freight handled at this place is often more or less damaged by being left on the platform exposed to the weather. Passengers to and from here are without a waiting room. The amount of railroad business that is transacted at this station, with the increase that would follow were there suitable accommodations, warrants the erection of a suitable building. Considering these things and also the facts that we have often requested and even petitioned the railroad authorities to erect such a building as will meet the requirements of Tangent and vicinity, and considering again the fact that they have ever turned a deaf ear to our solicitations, we therefore ask that the Railroad Commissioners use their influence and authority in having a suitable depot building erected at this station as soon as possible.

R. E. MOORE.

J. A. McGHEE.

W. W. McGHEE.

James Bellingen.

FRANK BROWN.

G. W. KUTHE, Nurseryman.

H. W. SETTLEMIER, Nurseryman.

M. L. FOSTER, Nurseryman.

L. F. SMITH, Nurseryman.

J. J. BEARD, Agent S. P. Co.

A. BLEVINS, Warehouse Man.

W. B. CONRAD, Merchant.

G. W. V. Holt, Blacksmith.

A. B. HIETT, Carpenter.

I. W. NEWCOMB.

C. Scott, Butcher.

G. L. SIMPSON, Butcher.

J. E. OWNBEY, Farmer.

A. W. Moses, Teacher.

OFFICE OF THE RAILFOAD COMMISSION, SALEM, OREGON, October 12, 1892.

Mr. R. Koehler, Manager S. P. Co., Portland, Oregon—

DEAR SIR: Nineteen of the citizens of Tangent have petitioned this Board, alleging that there are no depot facilities at that place, that they suffer great inconvenience by reason thereof, and stating their inability to secure any satisfactory answer from the company. Please furnish the Board with a statement of the amount of business transacted at that station annually, in both freight and passenger business, and any other facts bearing on the question of a depot there which you may deem pertinent.

By order of the Board. Yours truly,

F. J. MILLER, Clerk of the Board.

SOUTHERN PACIFIC COMPANY, MANAGER'S OFFICE, LINES IN OREGON, PORTLAND, OREGON, November 3, 1892.

Mr. F. J. Miller, Clerk Railroad Commission, Salem, Oregon —

DEAR SIR: In pursuance of your request, I beg to hand you herewith statements showing the business of Tangent Station, segregated into business during the year 1890-91 and six months of 1892. Please notice that the largest amount of the tonnage consists of carload lots, which do not require a freight house; that the merchandise received and forwarded is very small, and that, omitting the charges for carload lots, consisting chiefly of wheat, oats, cattle, green fruit, lumber, wood, and hay, leaves only very small amounts for charges received for freight in less than carload lots, which represents the tonnage to be handled through a freight house. The business is not growing perceptibly, and we do not see our way clear to put up a station building at once. This matter shall, however, continue to receive our due consideration.

Respectfully yours,

One enclosure.

TANGENT.

R. KOEHLER,

Manager.

FIRST SIX MONTHS OF YEAR 1892.

Freight charges on freight re	10 Carloads. 17 Less carloads. 27 rwarded ceived		123 Carloads. 37 Less carloads. 170
	FOR THE	1 EAR 1091.	
Freight charges on freight re	1,461 Carloads. 62 Carloads. 196 Carloads. 10 Carloads. 80 Carloads. 54 Less carloads. 1,863 rwarded	Freight received— Bags Emigrant movables Ice Lumber Merchandise Total	10 Carloads. 40 Carloads. 203 Carloads. 78 Less carloads 341 \$ 3,591 60 602 00

^{*} Outfits consist of well-borers, tools, or tools and material moved for persons from one part of road to another.

	FOR THE	YEAR 1890.	
Freight forwarded — Wheat Oats Cattle Green fruit	89 Carloads. 202 Carloads. 14 Carloads.	Freight received — Lumber Wood Merchandise	11 Carloads. 84 Less carloads.
Hides Merchandise Total	54 Less carloads.	Total	. 208
Freight charges on freight fo	orwarded		\$ 5,063 60 440 50

The Board, after a full consideration, made the following finding and recommendations:—

OFFICE OF THE RAILROAD COMMISSION, SALEM, OREGON, November 11, 1892.

Mr. R. Koehler, Manager S. P. Co., Portland, Oregon —

DEAR SIR: On the twentieth day of September, 1892, the citizens of Tangent, on the line of your road, petitioned this Board for better depot facilities. Petitioners alleged they had no depot at that station; that passengers had to stand out in the weather and wait for trains; that their goods were exposed to the weather and damaged, and that the business would justify the company in erecting a suitable building; also that your company had refused them any relief. You were asked to furnish a statement of the business transacted at that station for 1890, 1891, and 1892. Your statement is at hand and shows that the company received for freight and passenger service during the year 1890, on business arising at that station, the sum of \$6,667; for 1891, the sum of \$5,511.50. Your statement shows that for passenger service alone your company is receiving about \$1,250 per annum from the citizens of Tangent and vicinity. The Board is of the opinion that the petitioners have just cause for complaint, and that they have a just and lawful right to ask and demand fair treatment at the hands of the company in this matter. We believe that the business done at this station will amply warrant your company in causing a comfortable depot to be established there. It is therefore the order of this Board that you proceed to erect and establish at Tangent, Linn county, Oregon, at some point within the present yard limits of said station, such a depot building, costing not less than \$1,000, as should be sufficient to accommodate the business of said community, and that you commence the said depot on or before December 1, 1892, and that you report to this Board on or before said last-named date what if anything has been done looking to said construction.

(Signed)

G. W. COLVIG, ROBERT CLOW,

Attest: F. J. MILLER, Clerk.

Commissioners.

SOUTHERN PACIFIC COMPANY, MANAGER'S OFFICE, LINES IN OREGON, PORTLAND, OREGON, November 30, 1892.

Hon. Board of Railroad Commissioners—

I beg to acknowledge receipt of your communication of November 11th, by which you ask that we proceed to erect and establish at Tangent, Linn county, at some point within the present yard limits, a depot building costing not less than one thousand dollars, to be sufficient to accommodate the business of said community, with a freight depot, to be commenced on or before

December 1, 1892, and that I report to your Board on or before the last-named

date what, if anything, has been done looking to said construction.

In reply I beg to say that in my recommendations for betterments and additions to be made during the year 1893, I have, among other work, also provided for a good substantial freight and passenger depot building at Tangent, together with the necessary sidetrack, grading, roads, etc. This work will cost about \$3,000, and we think that hardly anything less than this would suitably accommodate the present wants and provide for those of the immediate future. Were we to construct facilities of less extent, we would have to regard the expenditures thus to be compelled to make, as made a fond perdu, to which we ought not, in justice, to be subjected. It is intended to take in hand this work at the earliest practicable moment, but before doing so permission has to be obtained from the town council, or the county authorities, to let us occupy a part of what is now known as "East Street," for which the initial steps are now being taken. In explanation I desire to say that this company has abandoned the plan heretofore pursued of putting the station building between main track and warehouse siding as being alike inconvenient to the shippers and the company. Under our new standards, a sidetrack on the opposite side of the warehouse track has to be put in, on which the building is to be erected, giving independent track room for way freight at freight house.

As soon as the preliminary measures are consummated, we will start with

the construction.

Respectfully yours,

R. KOEHLER, Manager.

OFFICE OF THE RAILROAD COMMISSION, SALEM, OREGON, December 5, 1892.

Mr. R. Koehler, Manager Southern Pacific Co., Portland, Oregon —

DEAR SIR: Your communication of November 30, 1892, in answer to an order of this Board, made on November 11, 1892, requiring the Southern Pacific Company to commence the erection of a depot building at Tangent, Oregon, on or before December 1, 1892, and to report to this Board what, if any thing, had been done looking to said construction, is at hand, and I am instructed to inform you that the Board considers your answer a sufficient compliance with said order; and since you express a willingness to carry out the recommendations therein contained at an early date by commencing the erection of said building, the matter will be dismissed until such time as further action is deemed necessary.

By order of the Board. Yours truly,

FRANK J. MILLER, Clerk of the Board.

OFFICE OF THE RAILROAD COMMISSION, SALEM, OREGON, December 5, 1892.

Mr. J. J. Beard and 19 Citizens of Tangent, Tangent, Oregon —

DEAR SIR AND GENTLEMEN: On the 20th day of September, 1892, you filed a petition with this Board complaining of the S. P. Co. in the matter of depot facilities at your station. After having investigated the matter, the Board found your complaint was sustained by the facts, and that you were entitled to additional station accommodations, and on the 11th day of November, 1892, made an order commanding the said company to commence the erection of a suitable building at said station on or before December 1, 1892,

and to report to the Board what, if anything, had been done. The Board is in receipt of the enclosed letter from Manager Koehler, which it deems a sufficient compliance with said order for the present time.

By order of the Board. Yours truly,

FRANK J. MILLER, Clerk of the Board.

MORE BRAKEMEN REQUIRED.

OFFICE OF THE RAILROAD COMMISSION, SALEM, Oregon, August 2, 1892.

Mr. R. W. Baxter, Genl. Supt. U. P. Ry. Co., Portland, Oregon—

DEAR SIR: The attention of this Board has been called to the fact that the Union Pacific Railway Company employs only one conductor and one brakeman on its passenger trains on the mountain divisions between Portland

and Huntington.

We feel it our duty to inform you that we do not believe this a sufficient number of men to handle your trains with that degree of safety which the traveling public have a right to require at your hands. We therefore recommend that you carry not less than two brakeman on every regular passenger train going over said portion of your lines.

By order of the Board. Yours truly,

FRANK J. MILLER, Clerk of the Board.

UNION PACIFIC SYSTEM, OFFICE OF GENERAL SUPERINTENDENT, PORTLAND, OREGON, August 8, 1892.

Mr. F. J. Miller, Clerk Railroad Commission, Salem, Oregon —

DEAR SIR:—Your communication of August 2d in regard to the employment of brakemen on passenger trains between Portland and Huntington, duly received. In this connection I desire to call the attention of the Board to the fact that all the passenger trains of the Union Pacific Railway Company are thoroughly equipped with automatic airbrakes; that such brakes are under the control of the engineer, and that by means of such brakes the trains are constantly being controlled at all times and places. As the result of this fact the brakemen upon the passenger trains of the company are brakemen simply in name and perform no duties in the way of stopping the train. Such brakemen are employed solely for the purpose of acting as flagmen and of assisting passengers on and off the cars of the company. On trains on the westend division two brakemen are employed owing to the fact that trains are long and passenger business heavy. Such trains are divided at Pendleton, and as a result the trains become shorter and the passenger business lighter. On the trains, therefore, east of Pendleton, one brakemen can, with the assistance of the conductor, conveniently and properly assist passengers on and off the train. I trust, therefore, that before the Board takes any further action in the matter, you give the company an opportunity to lay before the Board these facts, and also to show the course and practice adopted by Eastern roads in regard to such matters.

I am, with great respect, very truly yours,

R. W. BAXTER, General Superintendent.

SUBS-WITCHES AT NEW ERA AND CANBY.

In making the inspection of the lines of the Southern Pacific in May, 1892, the Board found that the company employed stubswitches at New Era and Canby on its sidetracks where the same ended within a few feet of bridges across the Molalla river and Mill creek, which in the opinion of the Board was dangerous to the public. It was, therefore, recommended that split-switches be put in, in place of those in use. The company adopted the recommendation, as will appear by the following letter from the general manager:—

SOUTHERN PACIFIC COMPANY, MANAGER'S OFFICE, LINES IN OREGON, PORTLAND, OREGON, June 13, 1892.

Honorable Board of Railroad Commissioners—

GENTLEMEN: Referring again to your communication of May 27th, I beg to say that, in accordance with your suggestion, I have given orders to put in split-switches at New Era and Molalla Gravel Pit, agreeing with you that it is most desirable that such places should be protected.

Respectfully yours,

R. KOEHLER, Manager.

CATTLE-GUARDS.

The following complaint was filed against the Southern Pacific Company for neglect in respect to a cattle-guard, which at the time of making up this report had been referred to Manager Koehler and no answer received:—

SALEM, OREGON, November 11, 1892.

Hon. Board of Railroad Commissioners—

GENTLEMEN: Your petitioner would represent that he resides in Marion county, Oregon, on the line of the Woodburn-Springfield Branch of the Southern Pacific Company's system of railroads at Eastside Junction; that he is a land-owner, and has farm lands at said station traversed by said company's railroad; that at the time the Oregonian Railway Company's (Limited) line was built and established through petitioner's lands, the said company caused two cattle-guards to be erected on the dividing line between petitioner's land and the land of Richard McMichals, at a point where said railroad and its switch track passes through said lands; that the Southern Pacific Company's lessor, the Oregon & California Railroad Company, by purchase, became the owner of the railroad aforesaid, and during the spring of 1892 widened the gauge and overhauled the track, and in so doing its agents and employes removed the said two cattle-guards and extended the said switch track into the lands of the petitioner, and so located the said cattle-guards as to place them sixty feet from the dividing line between petitioner and said lands belonging to Richard McMichals: that no connecting fence was built to connect said cattle-guards with the dividing line of fence of petitioner and said

McMichals, but that the said dividing fence was left open so that the stock had and has free ingress and egress to and from the lands of petitioner, greatly to his damage; wherefore petitioner asks that said matter be investigated, and if found to be true as alleged in this petition, that a proper order may be made on the defendant company commanding it to put up and construct proper fencing between the said cattle-guards and petitioner's dividing line of fence hereinbefore mentioned.

(Signed)

J. F. ANDERSON.

"THE RAILWAY AGENTS' ASSOCIATION."

RAILWAY AGENTS' ASSSOCIATION, SUNSET DIVISION.
ROSEBURG, OREGON, August 5, 1891.

Hon. Board of Railroad Commissioners—

GENTLEMEN: There exists at the present time on the North American continent, a fraternal and protective brotherhood, entitled "The Railway Agents Association," whereof the total membership at this writing is 5,000.

The organization of this Order consists of many local divisions (or lodges) scattered throughout the United States, Canada, and Mexico, and of a grand

division which has general jurisdiction over all.

Sunset Division exists within the State of Oregon and carries a member-ship of forty-five at the present time, comprising nearly all of the principal agents on the Southern Pacific Company's lines in the State; agents who have made railway station work their permanent occupation, and who intend to continue in that avocation during their business life; men who in addition to their long experience and thorough knowledge as railway operatives, justly rank as representative men in their communities, and who command the confidence and respect of all.

The aggregate standing, intelligence, and general worth of the members

of this Order will rank with any class or profession.

The last regular assembly of Sunset Division was held at Roseburg, Oregon, July 19th, ultimo. The next meeting will convene at Albany, Oregon, October 18th, next. The executive board is in continuous session and

consists of the following-named persons:

W. L. Jester, agent Southern Pacific Company, Albany, Oregon, President; E. C. Kane, agent Southern Pacific Company, Ashland, Oregon, First Vice-President; L. G. Adair, agent Southern Pacific Company, Eugene, Oregon, Second Vice-President; Geo. Estes, agent Southern Pacific Company, Roseburg, Oregon, Secretary; R. B. Houston, chief clerk Southern Pacific Company, Roseburg, Oregon, Treasurer.

It has come to the knowledge of the division that the Oregon Railroad Commissioners have submitted a schedule of freight rates to the Southern Pacific Company which will reduce the revenues from freights very greatly, and that the Commission requires an answer from the aforesaid company on

or before the 10th inst.

In the present stage of development of this State, and considering that this company, so far as its Oregon lines are concerned, cannot pay operating and other, necessary and legitimate expenses, Sunset Division is at a loss to understand what can be gained by confiscation of the said company's only available commodity, *i. e.*, transportation; and by attempting to deprive them of the vested rights of property.

We cannot and do not believe that your honorable body, which is distinguished for its intelligence and justice, contemplates the building up of the interests of any class or people at the expense of the already sorely oppressed

railways.

By order of the executive board of Sunset Division (for which I am but the mouthpiece), I am directed to take up this matter with you, and to make the preceding and following statements under our official seal, which is affixed below, and to inform you that we, in opening this question, are acting without request, consent, or knowledge of the Southern Pacific Company's managers; but, on the contrary, that our action springs from motives of self-interest; reading, as we do in any measure adverse to our employing company, a repetition of the commercial stagnation, depression in the labor fields and generally disastrous results attendant upon such moves made by the railroad commission of Iowa and by other commissions and legislative bodies.

We consider all such enforced reductions in this company's revenues as a direct menace to our personal interests and welfare, knowing well from our own experience and that of our co-laborers otherwheres, that if the resources of the corporation we serve are impaired, a portion of the evil effects will be retailed to us individually, involving the reduction of our ranks and the depreciation of our salaries, which are in many cases below the living point now.

We are wholly in the dark as to the nature of your proposed freight schedules; having derived our information as to your actions present and prospective almost entirely from the press; therefore, that we may not grope blindly, we respectfully request you to transmit us, at your earliest convenience, full copies of the tariffs you have compiled for the Southern Pacific Company and all information in regard to your intended recommendations. Should we find upon examination that your measures will reflect harmfully against the said company, we will at once prepare and send you a remonstrance which we will make as weighty as possible.

We request sufficient time in which to properly handle this subject before you demand answer from this company, and we urge your prompt consideration of this communication, which is simply prefatory to our further correspondence.

Confident of the desire of your honorable Board to effect the most benefit for the greatest number, I remain,

Your obedient servant,

GEO. ESTES, Secretary.

RAILWAY AGENTS ASSOCIATION, SUNSET DIVISION, ROSEBURG, OREGON, August 12, 1891.

Honorable Board of Railroad Commissioners -

GENTLEMEN: On August 5th I wrote you for information in regard to the reductions in freight rates your Commission intended to recommend to the Southern Pacific Company.

So far no answer has been received from you. Our executive board anxiously awaits your reply.

May we expect the desired information? Yours truly,

GEO. ESTES, Secretary.

OFFICE OF THE RAILROAD COMMISSION, SALEM, OREGON, August 12, 1891.

Mr. Geo. Estes, Secretary Sunset Div. Ry. Agents Association, Roseburg, Oregon —

DEAR SIR: I am directed to acknowledge the receipt of your communication of the 5th current, and to inform you that this Board has passed on the matter of rates on the Southern Pacific Railroad Company's lines, and am instructed to forward you copies of the tariffs which are to take effect 1, 1891. Yours truly,

FRANK J. MILLER, Clerk of the Board.

A FRUIT-GROWER'S COMPLAINT.

GRANTS PASS, OREGON, August 8, 1891.

Hon. Board of Railroad Commissioners—

GENTLEMEN: I desire to call your attention to the situation of the fruit and vegetable-growers of the Rogue River valley. The railroad company have increased their rate from \$56 per car to \$60. They also refuse to allow us to carry mixed car lots of fruits and vegetables, to be distributed at different points. This was allowed us heretofore. They now propose to allow us to ship mixed car lots at \$60, but will not allow us to distribute at different places. The object of this rule is to compel us to ship to commission men in Portland, and then reship over the road. This will drive us out of the markets, except through Portland commission houses. We beg you to fix your rate from Rogue river direct to Portland in straight or mixed carload lots at 20 cents per 100 pounds on fruits and vegetables, and for straight or mixed carload lots to be distributed from train by shippers at 25 cents per 100 pounds. If the railroad company insists on the present rate and rule, the Southern Oregon vegetable-growers will be driven out of the Oregon market entirely. Heretofore carloads were \$56 per car, straight or mixed lots, with a pass to shippers, so that they could look after their business, and distribute both fruits and vegetables from the car at any station on the line. We simply made a living then, but under present rules and rates we can not operate except at a loss. They have made their new rule and rate just as we are ready to ship our crops. If they desired to be fair, they should have informed us of this new rate and new rules before our crops were planted. The injustice is so plain and the rate we ask so high yet, that we feel assured of proper treatment at your hands. Oregon producers have a hard struggle with California competition, and this injustice heaped upon our producers this year will tend to destroy all enterprise in this direction. Please see that passes and same rule as to distribution that have heretofore been allowed us is maintained. Respectfully,

REGARDING CAR LOCKS.

SOUTHERN PACIFIC COMPANY, MANAGER'S OFFICE, LINES IN OREGON. PORTLAND, Oregon, July 2d, 1892.

Hon. Board of Railroad Commissioners—

GENTLEMEN: Some time ago a locksmith at Albany has been reported as manufacturing keys to fit our car locks. He stated that a lock had been

List of Warrants.

found and brought to him with request to make keys, and he seemed unwilling to discontinue, 'Quite recently it has been brought to my knowledge that a report reached our officials in San Francisco that another party at Albany was manufacturing keys from a sample furnished to him by unknown parties, the keys fitting our car locks. There is no law at present which would effectually prevent such pernicious practice, which can only be calculated to assist persons engaged in unlawful acts. What has been said above of car keys, applies equally to switch keys. I beg therefore to suggest for your consideration whether you could not recommend to the legislature the enactment of a law which would make this a punishable offense. I beg to suggest a draft of a bill for your consideration.

Respectfully yours,

R. KOEHLER.

(One enclosure)

· Manager.

A Bill for an Act to Protect Common Carriers.

Be it enacted by the Legislative Assembly of the State of Oregon:

Section 1. It shall be unlawful for any person, by himself or another, without the written order and consent of such common carrier, to make, simulate, imitate, sell, or dispose of any key belonging to or which might be used to open or unlock any switch lock, car lock or locks used upon or belonging to any switch or car of any kind, owned, controlled, or operated by any common carrier in this State.

Section 2. Any person violating the provisions of this act shall be deemed guilty of a misdemeanor, and upon conviction thereof shall be punished by a fine of not less than one hundred dollars nor more than five hundred dollars, or by imprisonment in the county jail not less than thirty days or more than one year.

Section 3. Owing to the risks incident to the safe delivery of passengers and freight by common carriers, this act shall take effect and be in force from and after its approval by the governor.

LIST OF WARRANTS

Drawn by the Board of Railroad Commissioners during the years 1891 and 1892.

Dat	In whose favor.	Amoun	u.
1891			
Feb.	23 G. W. Colvig		
	23 Robert Clow		21
	23 J. P. Faull	347	7 21
Mar.	5 G. A. Waggoner	38	3 88
	31 G. W. Colvig	277	79
	31 Robert Clow	277	79
	31 A. N. Hamilton	277	79
	31 F.J. Miller	161	1 12
May	4 F.J. Miller, telegrams, stationery, etc.	12	2 20
•	5 Stubbs & Laurence, merchandise		R 75
	5 Geo. W. McBride	8	8 75
June	30 + G. W. Colvig	625	5 (0
	30 Robert Clow	625	5 00
	30 A. N. Hamilton		5 00
	30 F. J. Miller	•	00
Aug.	11 G.G. Wickson & Co., typewriter		5 00
	11 F.J.Miller		5 40
	11 Forbes & Breeden, office desk		5 00

List of Warrants.

LIST OF WARRANTS.—CONCLUDED.

Date.		In whose faror.	Amour	Amount.		
1891	!					
ug.	12	Kate M. Lemberger, services for	3	5		
ept.	30	G, W. Colvig	62	5		
	50	Robert Clow	62	.)		
	30	A. N. Hamilton	62	ð		
	30	F.J. Miller	50	0		
ct.	6	F. J. Miller, telegrams and stationery		9		
ŏv.	2	F. J. Miller, telegrams and express		8		
	21	H. J. Singleton, services for	5			
ec.	16	G. W. McBride	1			
	31	G. W. Colvig	62			
	31	Robert Clow	62			
	31	A. N. Hamilton	62			
	31	F.J. Miller	50	0		
1892	2.					
D.	7	W. P. Williams, services for	10			
	7	F. J. Miller, telegrams	1			
	7	W. B. Sargent, services for		7		
ay	7	H.J. Singleton services for	:			
	7	F.J. Miller. telegrams, stationery, etc	3			
ar.	31	G. W. Colvig	62			
	31	Robert Clow	62			
	31	A. N. Hamilton	62			
	31	F.J. Miller	50			
pril	4	D. C. Sherman, services for	1			
	4	F. J. Miller, telegrams		3		
ay	6	W. P. Williams, services for	25			
ine	30	G. W. Colvig	62			
	30	Robert Clow	62			
	30	A. N. Hamilton	62			
	30	F. J. Miller	50			
ug.	Ţ	P. F. Woodford, services for	2			
	ļ	F. J. Miller, telegrams	1			
	l o	T. McF. Patton, stationery		2		
ept.	8	F. S. Dearborn, stationery	e.	2		
	30	G. W. Colvig	62			
	30	Robert Clow	62 62			
	30 30	A. N. Hamilton				
ov.	21	F. J. Miller				
		F. J. Miller, telegrams		() {]		
ec.	6 31	Geo. W. McBride, stamps	5 62			
	31	G. W. Colvig				
	31	Robert (low	62	_		
	31	A.N. Hamilton	502 50			
	31	F. J. Miller Balance cash on hand				
	O.	DAIGNOU CASH VII HAHU		. 1		
		Total	8 20.00	H		

Respectfully submitted.

G. W. COLVIG,
Chairman,
A. N. HAMILTON,
ROBERT CLOW,
Commissioners.

F. J. MILLER, Clerk.

